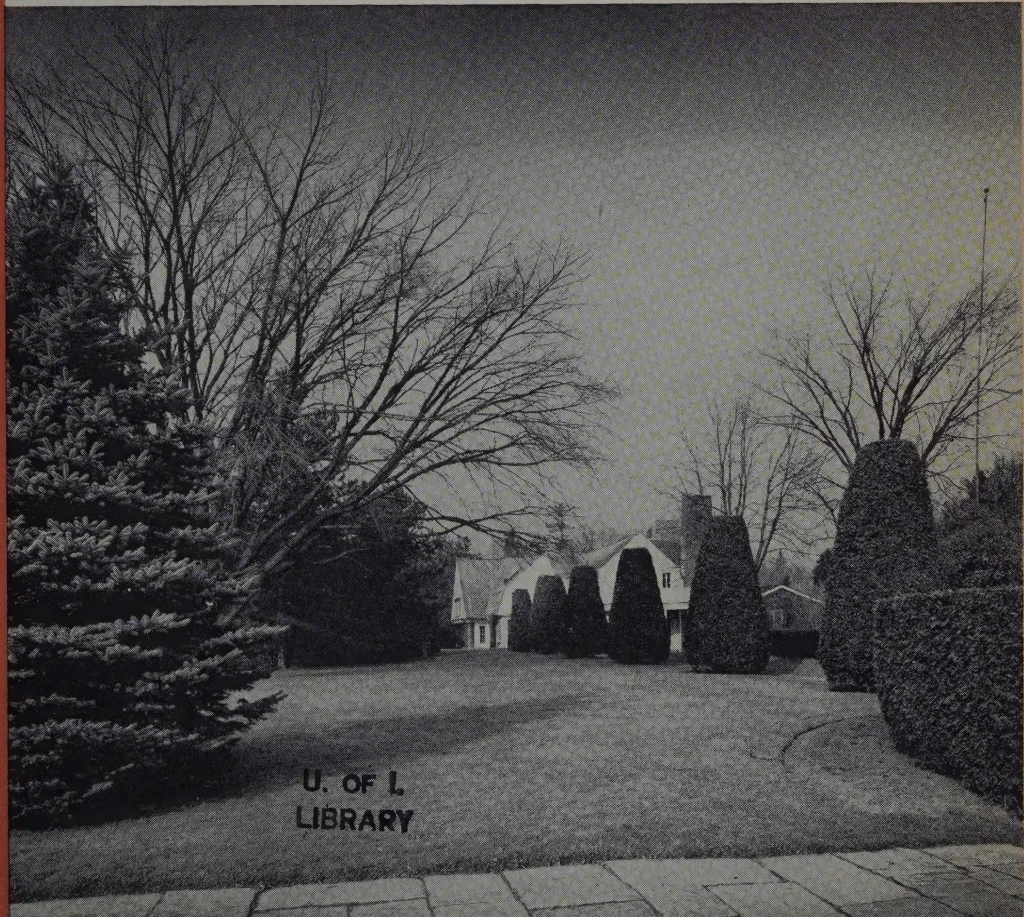


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ROYAL ARCHITECTURAL INSTITUTE OF CANADA

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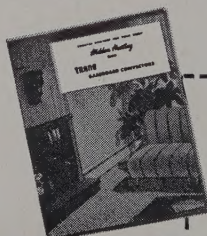
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# RAIC JOURNAL

Serial No 341, Vol. 31, No 1 EDITORIAL, R. Schofield Morris

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Douglas H. Lee

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Offices of the Don Mills Development Company  
Photo by Panda

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## EDITORIAL

THE HONOUR OF BEING YOUR PRESIDENT brings with it a place on the January editorial page, and the duty and chance to say something helpful if possible. The office adds nothing to one's ability to do so except that it does afford an opportunity to talk to many people in widespread places, and to learn something from them. The beginning of a new year is an appropriate time to mount the presidential knoll for a look around in order to report what seems to be good or bad in the architectural prospect.

One would not have to be a very keen observer to detect a turning away by thoughtful architectural critics from some of the exuberances of our post war period. The very fact that imagination has been freed and traditional restraints removed is making us more soberly thoughtful, more critical of new forms of expression, less apt to mistake novelty for beauty, less willing to accept the philosophies of contemporary prophets without fully understanding them, more respectful of the restraints imposed upon us by climate and environment. New methods and new materials are being sought for and judged more for their fitness, beauty, economy and durability than for their novelty. Perhaps we may be on the threshold of finding something really worthwhile in modern life to reflect in the permanency of our buildings in place of the shoddiness which is characteristic of so much of it.

Most of us have been too busy to think very much about the profession, as such, and the currents and cross currents of a changing approach to the problem of building, but changes are taking place and we should take note of them. It is suggested sometimes that the architect should abandon his professional status and take part commercially in the building operation. This we must not do. The professional function of the architect is vital to the orderly operation of the business of building. We must rather make sure that we measure up to the responsibilities which we assume rather than to seek a change in those responsibilities.

As living standards improve and science provides the means of satisfying expanding demands, the number of large and complicated building projects increases, such as the Kitimat and St. Lawrence Waterways developments. The problem then arises as to where the architect fits into the resulting complex organization. He has an important part to play because he alone has been trained to think in terms of human values. Other projects seem too small or too simple to benefit by professional services.

The architect becomes squeezed between these two extremes as their areas tend to expand. We should be sure that our qualifications to serve in these fringe areas are in order. We may do this by more careful study of the general needs of prospective clients and by a closer collaboration between architect, engineer and contractor in order to give the client the benefit of better and cheaper methods of construction.

In the sometimes troublesome field of competition with non-architects, it is not on the basis of relative design ability that we may sometimes be defeated, but upon the grounds of ability to handle the prospective clients' dollar wisely. Perhaps now that the Gothic has been vanquished, we can devote more of our energies to resisting the Goths.

We can well do with some of the seasoned and balanced opinion which is being expressed increasingly by acknowledged leaders in architectural thought in other countries. Seasoned leadership is something we need and of which we have, for various reasons, been deprived too long. For this we must look as always, to the practitioner whose thoughts have been rounded by time and experience.

Finally, might I suggest two practical ways in which we can help ourselves. First, let us take the time to contribute thoughtful and informative articles and well selected illustrations to the *Journal*, as suggested by the Chairman of the Editorial Board in his excellent editorial in the December issue. This is the only means we have of communicating together and of exchanging ideas and information across the country. Secondly, let us take more trouble to share our knowledge and experience with our colleagues. In doing so we will benefit quite as much as they will.

The past year has been an interesting and busy one for your Executive Committee. The major task of drafting the new act and by-laws is almost completed. While this very necessary undertaking will have no immediate effect on the individual member, it will give the Council a better instrument to work with and its completion will free the Committee for other useful work.

The best wishes of the Council go forward to all members for their happiness and success in the coming year.

R. SCHOFIELD MORRIS  
PRESIDENT



## Don Mills New Town

Macklin L. Hancock  
Douglas H. Lee



THE CANADIAN EQUITY AND DEVELOPMENT CORPORATION is a private enterprise company organized in 1952 for the purpose of land development. The aims of the Company are:

- (a) To service and subdivide undeveloped land which can be sold for industrial, residential and other purposes and
- (b) To build shopping and commercial centres in locations indicated by market studies to be sound.

The Don Mills development is an operation of the Company whose purpose it is to develop 2,200 acres of land located in the northeast section of Toronto approximately eight miles from the heart of the city. Generally, the land lies between two ravines formed by branches of the Don River and, being relatively inaccessible, it presently exists as a wedge of undeveloped land bordered on the south, west and east sides by a built-up area. Previous development of the land was also hindered by the fact that most of this area was made up of large private estates. With recent improvements in roads and the bridging of the ravines the land has become ripe for development. Acquisition of the 2,200 acres by the Development Company began in 1946.

In formulating a program for the development of this land, it became apparent to the Company that to carry out their operations on the intended scale would be, in effect, the creation of a new town. A planning approach

was adopted which was similar in many respects to that of the satellite town developments in Great Britain. The program was set up to build the new town of Don Mills by the balanced integration of industrial, residential, commercial, educational, religious and civic activities.

In July of 1952 a planning staff was organized and various studies and surveys were made of existing land uses, population densities, geographical features and market potentials upon which the operations were to be based. Consultants were brought in from various parts of the world to help establish a sound planning program. The operation of the Don Mills Development is one of (a) planning the best use of the 2,200 acres to be developed in Don Mills, according to the principles of sound planning practicable within the framework of the local, municipal and political boundaries, and (b) coordinating the development that will take place on this land by exercising controls feasible within the limits of the private enterprise system. Because of the nature of the operation, numerous public and private organizations and committees had to be consulted and satisfied. In many respects, therefore, Don Mills became an exercise in employing as many of the desirable planning and architectural features that would be permitted by existing social, political and economic conditions.

The development of the town is scheduled to take place over a period of six to ten years. At the end of this time, it is proposed that the town of Don Mills will have a resident population of approximately 35,000. The physical make-up of the town will include industrial plants, residential areas and the complete commercial, civic, religious and educational needs for a community of this size. It is intended that up to fifty per cent of the population of the town will be made up of people employed by local commerce and industry; the remaining fifty per cent will be people who live in Don Mills because they are attracted by the desirable living conditions in the new town. 1953 marked the first year's operations and the first phase of development. To date, the program has been carried out to the following stages:

- (1) A master plan has been established for the overall development of the town.
- (2) Many industries have been attracted to build their plants in the industrial section and in some cases they are complete and in production.
- (3) Detailed planning has been carried out for the four







main quadrants in the more urban central section of the town.

- (4) Services such as the sewage treatment plant, roads, sewers and watermains have either been constructed or are presently being built to take care of the needs of the development up to the end of the 1954 program.
- (5) Phase 1 residential construction is taking place in the northwest quadrant. This program calls for 530 single family detached and semi-detached units, and at the time of writing 360 of these have been started, 118 completed and 103 occupied.
- (6) Detailed planning work and architectural design has started for the Convenience Goods Shopping Centre, and studies are being carried out for the planning of the Regional Town and Shopping Centre to be located in the southwest quadrant.
- (7) Plans have been crystallized for the construction of 292 apartment units, of which 100 have been started.

Phase II operations will largely be made up of 750 single family detached and semi-detached units and up to 1,600 apartment and multi-family units. These are to be built in the remaining three quadrants of the town and construction is scheduled to begin in the spring of 1954.

#### **Land Planning**

Don Mills, about 1940, was sparsely settled farmland held in large parcels by some of the original land owners. Located to the northeast of the city, it lay in a horseshoe formed by the remainder of the Metropolitan built-up area which had forced its way up Yonge Street to Willowdale and also out the Kingston Road into Scarborough. A large wedge of land formed by the converging valleys of the Don remained undeveloped. The railways, both C.N.R. and C.P.R., pass through the site, the C.P.R. extending across the west branch of the Don from Leaside, slanting northeasterly through to Agincourt and Montreal. The C.N.R., winding up beneath the Bloor viaduct and parallel to the Don River, left the valley, emerging at the surface just south of York Mills Road. Lawrence Avenue East, stopped by the west branch of the Don at Bayview, continued eastward from the Bridle Path area through to Wexford in Scarborough Township, making a very picturesque but exceedingly difficult eastward crossing of the Don at Woodbine Avenue. Don Mills Road, the only real traffic artery passing through the area, wound down from O'Connor Drive through to the confluence of the Don and, by means of a difficult ascent to a plateau, ran northward to bisect the site. Don Mills Road, running into York Mills Road, dipped down through the east branch of the Don and climbed out of the valley to continue again northward on the extension of Woodbine Avenue. By 1946, only a few small holdings had been taken up on the town site area, and the stage was set for a land assembly program which would pull now very desirable lands together for a development scheme of hitherto unequalled proportions. The pressure to come into the Don Mills area, even though the ravines provided a natural topographic barrier, was accentuated because of the need for development of industrial lands of the municipality of North York. The railroads, since they were convenient here, made industrial development inevitable in view of the township's de-

cision to increase vastly its industrial assessment, and to decrease the unfavourable balance which had been caused by dormitory type building in the suburbs.

The officials of the township had, therefore, considered that certain lands which have now fallen into the town site should be zoned for industrial purposes and were included in the proposal for the final zoning by-law.

From east to west the town stretches over approximately 3½ miles. On the west, the limits of the site approach Bayview Avenue and on the east, Victoria Park Avenue. The northern limit is York Mills Road and on the south, of course, the proposed Eglinton Avenue extension. Don Mills Road runs north and south through the centre, and Lawrence Avenue from east to west through the centre. Sunnybrook Hospital adjoins the site on the southwest and the Town of Wexford on the east.

Topographically, the east branch of the Don River gouges its way through almost the centre of the townsite. The adjacent land tilts inward toward the river, forming a cradle of plateau lands which end abruptly in steep slopes closer to the valley itself. The area is occasionally pierced by ravines which deeply incise their way through the plateaus in an effort to reach the main valley. These are, generally speaking, transverse to the two ridges of land which divide the watersheds of the Don. On the west side of the site, the west branch of the Don and its tributary, Wilket Creek, create a natural boundary defining the townsite as distinct from Metropolitan Toronto, yet close to it.

When one considers the topographic conditions and the existing man-made overlay, the site poses an interesting problem in the development of a town.

Lying immediately south of the townsite is Eglinton Avenue right-of-way, the site of the proposed Eglinton Avenue extension. It connects this major east-west artery from Scarborough Township to Leaside, leaping two valleys of the Don on either side of Don Mills Road. Eglinton Avenue, then, will provide a connection for the town with major east-west circulation at its southern limit. Also, on the south, Don Mills Road, which runs perpendicular to Eglinton, connects the site to the industrial and commercial heart of Metropolitan Toronto. Just 400 yards north of the site lies Route 401, the Toronto by-pass highway, now under construction. Cloverleaves at Leslie Street, Don Mills Road and Victoria Park Avenue at the by-pass will allow long distance trucking and commercial vehicles to effect an entrance to the town from the north. Leslie Street is intended to connect with Barber-Greene Road, the industrial road to the east of Don Mills Road, and Woodbine Avenue, affording a connection from the by-pass highway eastward of Don Mills Road. This link is intended to cross the Don River at Lawrence Avenue East where an interchange can be effected with Lawrence Avenue East, bringing the two routes across the Don River together. Such a proposed diversionary road will allow major north-south traffic moving between the by-pass highway and the centre of Toronto, or to Eglinton Avenue, to move quickly past the new Town, away from its busy town centre yet close to it for ease of approach. Don Mills Road will also carry, it is expected, a great volume of traffic from Agincourt, Markham Township and other



rural points. The existing Don Mills Road north of the C.P.R. as far as York Mills Road will be then defined as a feeder street, the major north-south spine of the town. At either end of this spine are located the industrial zones, the *raison d'être* for the town. Ideally, this spine contacts rail access at each end, on the south by the C.P.R. and on the north the C.N.R. By a stroke of good fortune, these two lines are connected by means of an interswitch track affording trans-shipment of materials and making industrial lands more easily serviced. At the junctions of the interswitch track with the two main railroad lines flat lands occur; from an industrial viewpoint this can be considered ideal. It is also unique in that major roads also contact these industrial areas — on the north, York Mills Road, and on the south, Eglinton Avenue and Don Mills Road. The industrial areas have, therefore, been designed to take advantage of these physical characteristics to provide a type of industrial development which, at least in the Toronto area, has been difficult to achieve.

Bisecting the site and running roughly east-west is Lawrence Avenue East. This can be considered as another major feeder street and traffic artery. Lawrence Avenue East will connect passenger vehicles initiating their journey near the centre of town to points in the northern part of Metropolitan Toronto and the residential portion of Scarboro Township. It can be seen that the intersection of Don Mills Road with Lawrence Avenue East, because of its favourable arterial connection and its location midway between the two industrial zones at either end of the north-south spine, is an ideal town centre. In the south-west quadrant formed by this intersection is a bowl of land which topographically suggests itself as the town centre. It is cradled by the long ridge which crosses the site from northwest to southeast, and allows major circulation on Don Mills Road and Lawrence Avenue East to connect with central facilities, yet speedily by-passing traffic which is not destined for the centre.

The intersection of these two existing main roads creates a possibility for developing four neighborhoods adjoining the town centre. These neighborhoods contain respectively 165 acres in the northwest, 80 acres in the northeast, 130 acres in the southeast and 165 in the southwest, a part of which, of course, is the town centre site for the whole of the town. Town centre facilities with adequate off-street parking will require approximately 60 acres in the south-west quadrant.

With some of these principles in mind, the township in 1952 was able to zone certain lands within the site for industrial, commercial, residential and greenbelt uses. Essentially, valley and river bottom lands were zoned for greenbelt use. Lands associated with the railway were reserved for industrial uses, and a large tract of intermediate lands were set aside for single family residential purposes. A large parcel was also set aside for a town and shopping centre. At that time there was no thought of land for multiple family housing.

### **Planning Principles Followed**

As has been previously suggested, the principle of the new town is the underlying theme of the planning concepts. An industrial base for creation of a favourable

assessment balance and desirable relationship of work to home was concluded to be essential. The Company, upon the advice of the planners involved in preliminary studies, considered that a balance of people of varied income levels was desirable for long lasting success of residential, commercial and industrial development. Housing, therefore, had to be developed for families of not only middle and high income levels, but also for those whose primary workers with gainful employment in the industries of the town.

In order to provide for comfortable living for families with moderate incomes, a more urban development had to be achieved requiring smaller lots while using techniques which would exploit the visual enlargement of space. Open space, largely left out of our present-day suburban planning, was felt to be essential, particularly with regard to the buffer zones between industry and residence. It was felt, too, that open spaces should be continuous, forming a web of pedestrian walks and making a green lung weaving through the community.

With regard to circulation, the underlying principle was to ensure that people feel that they belong to the neighborhood in which they live and, in turn, to the community complex.

### **Neighborhood Planning**

Before detailing any of the neighborhoods, the conformation of the land was studied with a view to retaining the greatest of natural amenities, topographic, vegetative and spatial, yet tying them together into a single complex suiting the social and economic needs of the people who would inhabit these neighborhoods.

The neighborhood unit in each case is composed of all the elements which go toward making the elementary school the cultural focus. It is felt that with our present day approach to living, the congregating factor between people who live in groups tends to be the elementary school with its related community activities, such as adult education groups, cultural study groups, hobby and horticultural groups, etc. Of course, the religious influence too has to be a part of the neighborhood life. This, however, tends to be intra-neighborhood rather than inter-neighborhood, subsequently the school becomes the cultural heart of each neighborhood and the number of people living in each would be the number of families whose children could walk to school from a distance of not more than one half mile, at the same time completely free of major traffic.

Access to the school could then be achieved by means of either short residential streets or pedestrian walkways. It was felt that due to the economies which had to be resolved, a complete separation of vehicles and pedestrians consistent with placing the school at the heart of the neighborhood would be impossible even if desirable. The desirability of complete separation of these two circulatory functions is, of course, debatable. Spatially, it was felt desirable to move both pedestrians and slow-moving automobiles toward the cultural focus of each neighborhood, directing this movement by means of the housing units and existing or created topographic features and tree groups. To that end the physical plan developed locates the school at the centre of each neighborhood, the residential street system focusing toward the school with its re-



lated playground and open space. Residents then will be always conscious of their neighborhood identity in the overall scheme of the town. Green fingers of parkland and pedestrian walks lead in from the perimeter of the neighborhood to connect pedestrians to the central open space and school. These also divide the neighborhood into smaller portions, or "sub-neighborhoods", which allow more friendly contact of residents on a smaller scale.

The residential streets are in turn collected by more specialized streets or sub-collectors which parallel pedestrian walkways and park strips. Residences located on the sub-collector streets will be slightly higher in density due to the increased traffic condition, but to balance for this, residences back on the green fingers of parkland and, in some instances, the open green at the centre of the neighborhood. The sub-collectors join the ring road or collector street which passes through that part of each neighborhood which is closest to the town centre. This ring road effects the movement of vehicular traffic both to the town centre and to the main feeder streets, Don Mills Road and Lawrence Avenue, enabling people to reach either the town centre or industry and also to radiate to points which can pick up perimeter arteries connecting to the region. It will be noted that the central open space of the neighborhood holds apart, spatially, the school and the other cultural focus, the church. The church is located in that part of the neighborhood nearest to the town centre, yet on the outside of the collector or ring road. The churches, although located in each neighborhood, allow for movement of persons to religious functions, both from the neighborhood and other neighborhoods, by means of the ring road. Heavy concentrations of traffic are zoned outside of each neighborhood due to the organization of the street pattern. Because this tends to increase traffic loads on the main feeder streets, the planning has been carried out to preserve these as limited access routes, creating a specialized street system. These feeders will then become movers of traffic rather than provide for multipurpose uses such as parking, driveway access and commercial activities. On Don Mills Road and Lawrence Avenue then, each neighborhood is planned so that the houses orientate toward streets inside the neighborhood creating no vehicular access on the feeder streets except at carefully designated points, where traffic can be more easily controlled. Intersections within the neighborhood are the so-called "T" type which eliminate hazards of cross traffic, providing for increased safety for the pedestrian and ease of circulation for the motorist. It is felt that a cul-de-sac design, forming courts of houses, is preferable from a social point of view, but, because of the economic considerations, long loop streets were less wasteful of land and were employed. Interspersing cul-de-sac streets throughout the neighborhood to give interest and change of phase work extremely well from a land utilization standpoint, since lots can be arranged on irregular parcels of land. The physical design reflects this approach with loop and cul-de-sac formation more used than in the typical land subdivision.

#### **Residential Areas**

For single family houses, lots are designed wider and

less deep than is usual in most subdivisions. In the opinion of the designers, elbow room is a desirable characteristic and allows for increased spatial interests and an ability to site houses both broadside to the street and with the narrow dimension to the street. In many subdivisions, too, the rear portion of lots is poorly maintained and a burden on the home owner. The more square lot gives more insulation between houses. Planning for multi-family use the Company restricts density by keeping land coverage to 20%. Parcels of land for apartments are located adjacent to ravines, the town centre or with commanding views of the countryside. Where in the Toronto area most apartments are sited on narrow, deep lots, the parcels on the Don Mills site are made for more useful planning and shape.

Unightly wires located on the street have visually depreciated residential development. In Don Mills, an attempt was made to have the hydro services located underground. Hydro authorities felt that installation of underground services could not be provided to fit the economics of the situation, and the Company chose to plan for rear lot hydro and telephone service with mutual use of the poles. With regard to the other services, the Company is building a modern sewage treatment plant to care for the industrial and residential wastes with each parcel of land provided with a connection to the sanitary sewer system. Paved streets to a high specification of bituminous concrete are to be installed. Parklands acting as pedestrian routes will contain a system of paved pedestrian walkways.

#### **Industrial Areas**

Industrial zones have been placed where they will least affect the residential amenities of the town. Although industries are being selected which are non-noxious in character, industrial zones are located where local winds, both summer and winter, blow out over greenbelt lands for dispersal. Spatially, the industries do not result as well as the houses, but open space standards are high with setbacks averaging 150 feet from major traffic arteries and approximately 50% land coverage of the site. Wooded areas are, of course, preserved. In several cases, the topography works to advantage to insulate housing from industry. Parking and storage areas are kept away from major streets and, although a back yard is not to be desired, designs for industry are carried out so that at all times pleasant aspects of industrial sites result. A planting program is to be carried out to screen housing and industrial areas from railway properties.

#### **Commercial Areas**

Commercial areas are restricted to the town centre, and, in outlying neighborhoods, to neighborhood shopping centres which embrace the latest principles of off-street parking, overall architectural clarity of the complex and liberal open space carefully planted to enhance the quality of the development. Residential zones adjacent to these commercial areas will therefore be protected. It is the intention of the Company to have the design of the shopping centres to allow for not only successful operation of the stores, but also for the enrichment of the daily life of



people who will make the shopping centres their place of trade. Four-lane roads with separated traffic will converge upon the major town centre to allow for unimpeded access and egress. Pedestrian walkways will also approach the centre from neighborhoods within walking distance.

#### **Buffer Areas**

The townsite is favoured because of the location adjacent to the valleys of the Don River. These valleys are so precipitous that their use as greenbelt lands is desirable, if not mandatory. These greenbelt lands will buffer the town from undesirable fringe development giving the town an identity and definition of its own. Where valleys do not occur at the periphery of the site, lands are to be set aside for a buffer zone of planting which, although they will not be as definitive as the greenbelt, will locate boundaries of the site and minimize the affects of fringe building. Neighbors contiguous to the site have indicated a willingness to work with the Development Company in their planning to a mutually desirable end, if and when their lands become ripe for development. In the meantime, agricultural holdings and large estates provide a delightful rural boundary for the built-up area.

#### **Architecture**

It is the conviction of the Development Company that the architectural expression of the new town should be in keeping with the overall approach to land planning. It is their aim that all buildings erected in Don Mills shall be examples of good contemporary architecture. Most of the structures in the new town are financed and built by interests outside of the Development Company, and, consequently, nearly all of the architectural design work was carried out by their architects. The Development Company requires that designs of all buildings to be erected in Don Mills shall first be approved by their architectural committee. In view of this, the planning department of the Company works closely with the architects concerned wherever possible in order that the buildings will not only satisfy the requirements of their clients, but will also express the architectural character that is being fostered in the town.

The planning department is also concerned with locations of the buildings throughout the townsite. The land is endowed with many attractive geographical features such as the Don River, ravines and the treed areas, and it is the aim of the Development Company to control the locations and sitings of all architectural elements in order to retain and enhance these natural assets.

#### **Residential**

The program of architectural control over the residential development is, perhaps, the one in which the Development Company is most active. In view of the fact that the houses and apartments in the new town are being built by speculative builders, it is the aim of the Company to coordinate their operations. In the northwest quadrant, there are 530 single family houses and they are being built by thirteen different builders. Heretofore, builder operations in this area have had relatively few restrictions. Decisions in design, siting, colour and groupings, although

subject to the approval of the local municipality, were made by the builders themselves. It was apparent to the Company that thirteen such operations, if carried out in Don Mills, would not result in the coordinated development they desired. Because of this, the planning department of the Company works closely with the builders and their architects during the early stages of negotiations in order that design solutions will be derived which will be in keeping with the architectural approach of Don Mills.

Sufficient numbers of house designs are required of each builder to give his operations adequate architectural variety. The number of house types required varies with the number of lots allocated to the builder, and he is permitted to build reasonable numbers of each type in order to enable purchasers to enjoy the economies of builder operations.

Attention is given to the grouping and sitings of the houses and to their colours by the planning department. It is their belief that similar house designs should be expressed in a similar manner, and that rather than achieving variety by the application of applied ornament, interest should be derived by proper treatment of house sitings, setbacks, colouring and landscaping. To help ensure this, numerous siting studies are carried out by the Development Company. In all cases, house sitings are subject to the approval of the planning department.

The colour schemes of all the houses, including bricks, shingles and exterior trim, are determined by the colour consulting staff of the Company. Colour scheduling is based upon approved house designs, their groupings and their siting layouts, and aims at achieving desirable colour harmony and relationship between the houses of all the builders. In view of the requirements of the Development Company and the size of the Don Mills project, it has been possible for the planning department to work with the material suppliers towards deriving new colours in roofing materials and exterior finishes.

Certain architectural principles were stressed in the design of the houses of the first phase. An attempt was made to keep the size of houses in the northwest quadrant relatively small, in order that their costs would be more likely within the means of employees of local commerce and industry. Semi-detached designs were encouraged in order that the economies of this type of housing, stemming from the savings in the use of materials and the coverage of land, would result in adequate housing accommodation at lower cost. Terraced or row houses were considered and recommended but none was scheduled for construction in Phase I operations.

Because these houses are small houses, open planning has been encouraged in order to increase the visual space within the units. Individual lot widths have been made an average of sixty feet in order that more space will be provided between the housing units. With more land immediately surrounding the houses, designs and sitings were directed towards a better use of this land and a closer contact with the land. It was felt that this could be achieved by encouraging

- (a) lower siting of the houses
- (b) using larger windows in the living areas of the house when feasible



- (c) direct access from living areas to outside gardens or terraced areas wherever possible.

### *Industrial*

It is the aim of the Development Company that all industrial plants in Don Mills shall be of a high standard of architectural design and that the buildings will relate sympathetically to the surrounding landscape. Industries wishing to build in the town are studied to see if their operations and interest will be in keeping with the spirit of the development. Wherever possible, the planning department works with the architect for industry in order to help derive satisfactory architectural solutions. Oftentimes this is not easily done, since it is the habit of many industries to crystallize the design of their new plant requirements even before a suitable site has been selected.

### *Commercial Development*

The commercial development of the town is an operation with which the Company is more closely concerned since it is to be financed and built by them. The main portion of this development will take place in the town centre which will be located within the ring road in the southwest quadrant. The town centre will be made up of a convenience goods centre and a regional shopping centre. The immediate development is taking place in the convenience goods section, which will be made up of sufficient shops and service industries to supply the basic needs of the town during its early stages of growth. The convenience centre is to be started at the end of 1953, and is scheduled for completion in December of 1954. Construction of the regional centre will depend largely on the rate of growth of the town, and although it is planned to start in 1955, actual timing will tie in with the program of residential development.

It is the intention of the Development Company that this centre will not only be a complex of shops, but rather that it should be a town or civic centre in the true sense of the word. This would imply that the centre would be

an attractive social and cultural gathering place for the community. It is the aim of the Development Company to furnish as many of the physical elements and amenities as possible to create a desirable town centre. By a careful selection of buildings and by giving considerable attention to their massing and scale, selection of materials, the grouping of units and landscaping, they hope to achieve this.

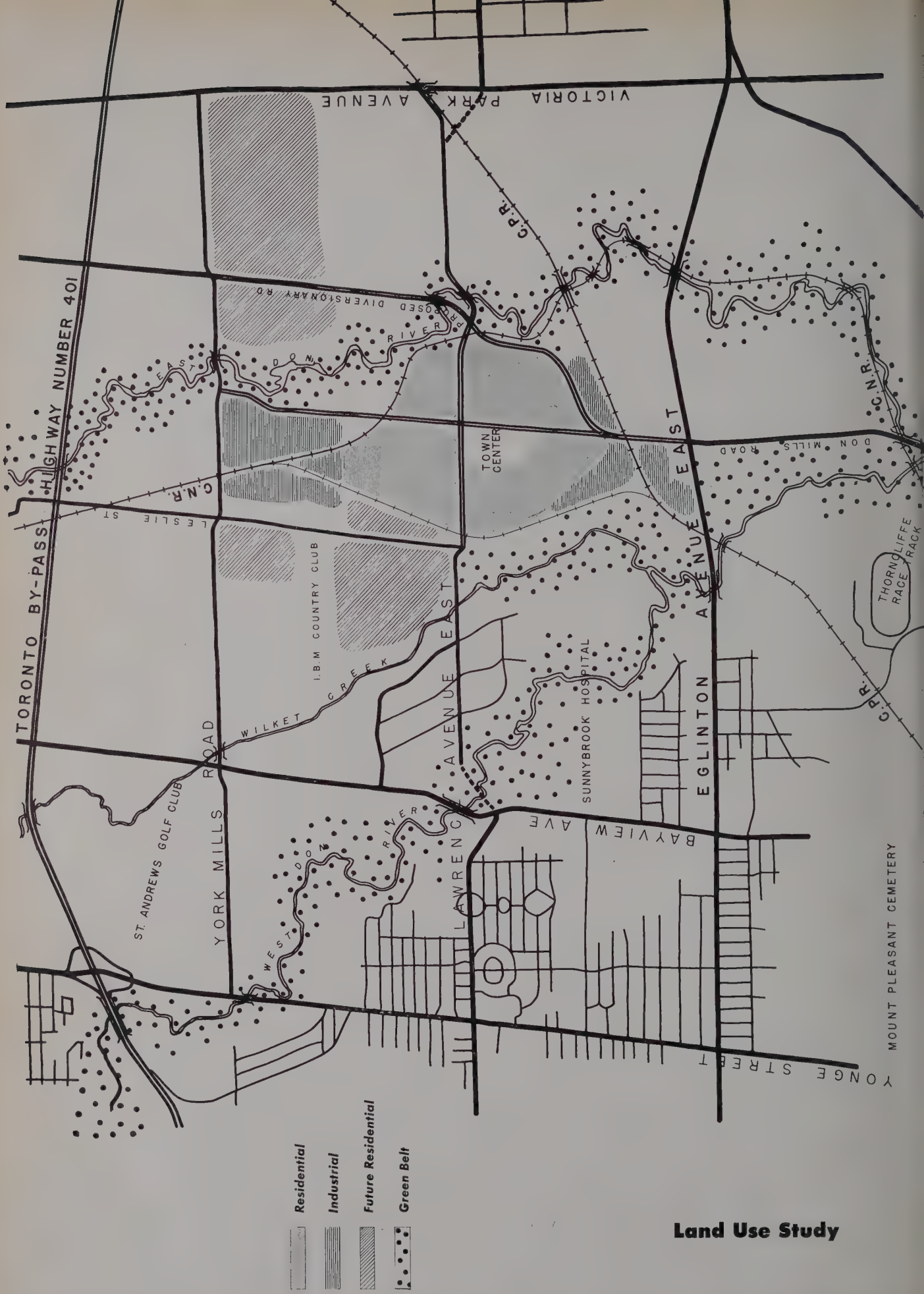
### *Other Structures*

The program of architectural control was intended to include all structures being built in the town, and various attempts have been made to negotiate with the various civic, religious and educational authorities concerned, in order that the architectural expression of their buildings would be in keeping with the overall feeling of Don Mills. To date, these negotiations have not been extensive, since few of these structures have been designed or constructed. In most cases, the extent of control has been limited to discussions with the committees concerned and their architects, and, wherever possible, requiring Development Company approval of all building designs.

### *Summary*

It is the aim of the Development Company to create, under the free enterprise system, an integrated new town which will satisfy the requirements of private investment, and which will also be in accordance with the best principles of town planning. In view of their long range interest in this project, the Development Company is particularly conscious of the need for long term worth in such a development. The approach of the planning department has been to incorporate as many of the principles of good town planning feasible within the economic limits of this operation. Architectural control is considered to be an integral part of this planning program, and the Company has tried to encourage the broader use of contemporary design in all the buildings in the new town of Don Mills.





## Land Use Study







ON THE RIGHT is a sketch plan showing the central core of the new town of Don Mills. Bisecting the site from west to east, is Lawrence Avenue East, and, north to south, is Don Mills Road. The ring road to be known as the Donway inscribes a bulged ellipse around the junction of Don Mills Road and Lawrence Avenue. The Donway follows the movement of the topography, and, at the same time, defines the town centre and the more thickly settled residential areas. South of Don Mills Road, is the town centre with its shops, food markets, department stores, office premises and recreational facilities. A part of this complex is the high school to the right or east of Don Mills Road. Situated adjacent to the high school plant are the sports fields. The large area shown to the right of the high school will be developed for high density residential purposes.

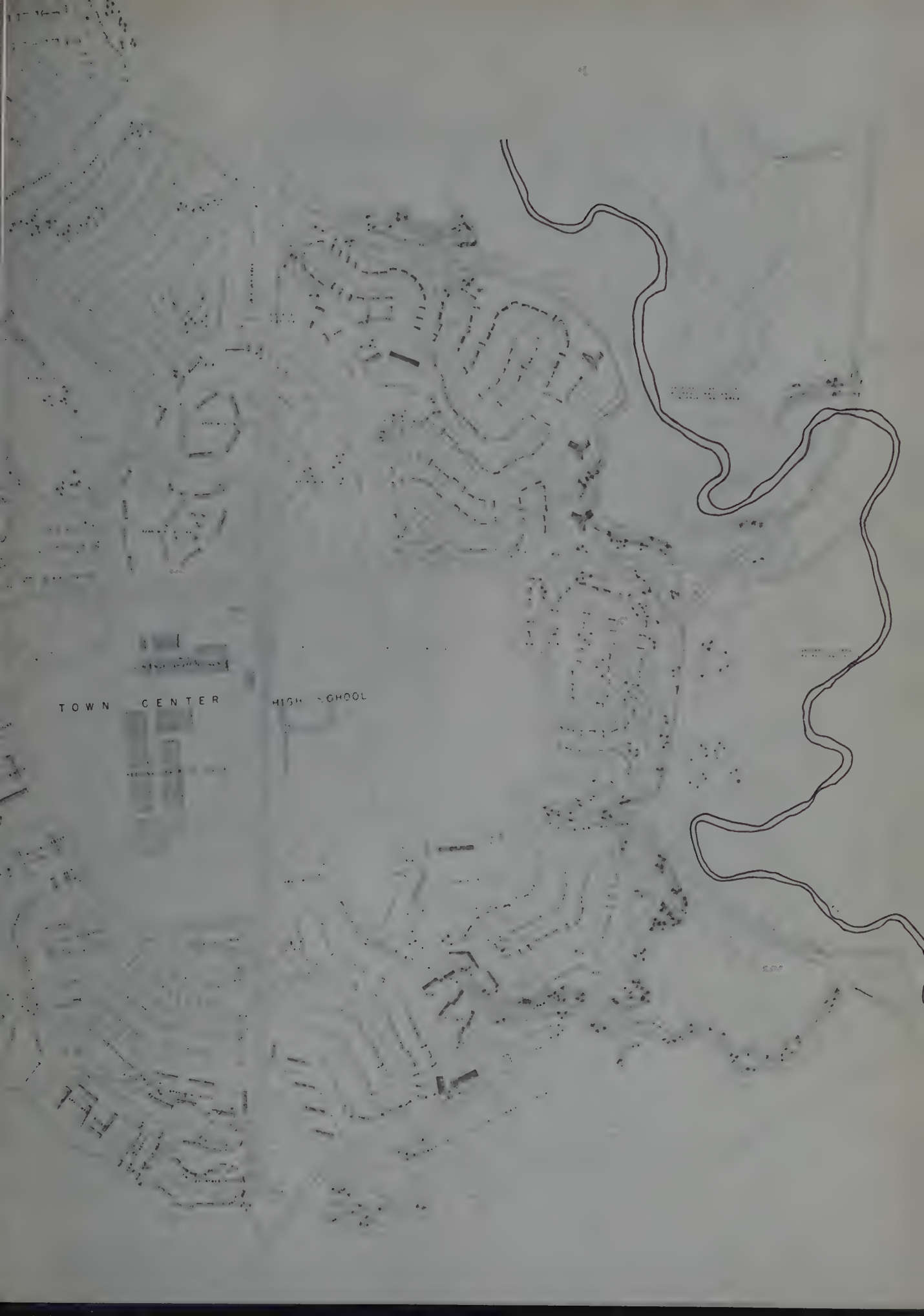
The specialized street system is drawn off to the right to the proposed Don Mills Road diversion which zones away from the bustling commercial areas and quiet residential street the traffic which is not destined for the town. This arterial road is planned to effect a junction with Lawrence Avenue in close proximity to the Don River at a proposed dam site. The waters impounded by this dam will transform into a lake a large portion of the valley to the north. This body of water will provide a visual and recreational amenity for the town to be reached by pedestrian as well as vehicular routes. To take advantage of the lake site, high rise point blocks are planned to overlook the valley.

Each quadrant follows the neighborhood concept with the public or elementary school at the geographic centre. Topographic conditions can be seen to modify the town layout, the street patterns in particular. Rough topography and steep slopes demand circulation parallel to the contours as shown by the southwest quadrant on the lower left. More even terrain gives a somewhat diagrammatic expression as exemplified by the northwest quadrant on the upper left. The influence of the long ridge of land extending from northwest to southeast on the direction of the ring road and residential street systems can be seen.



## Siting Study of Central Area







## Topographical



Aerial View of the Development Area



Preliminary Study of Central Area

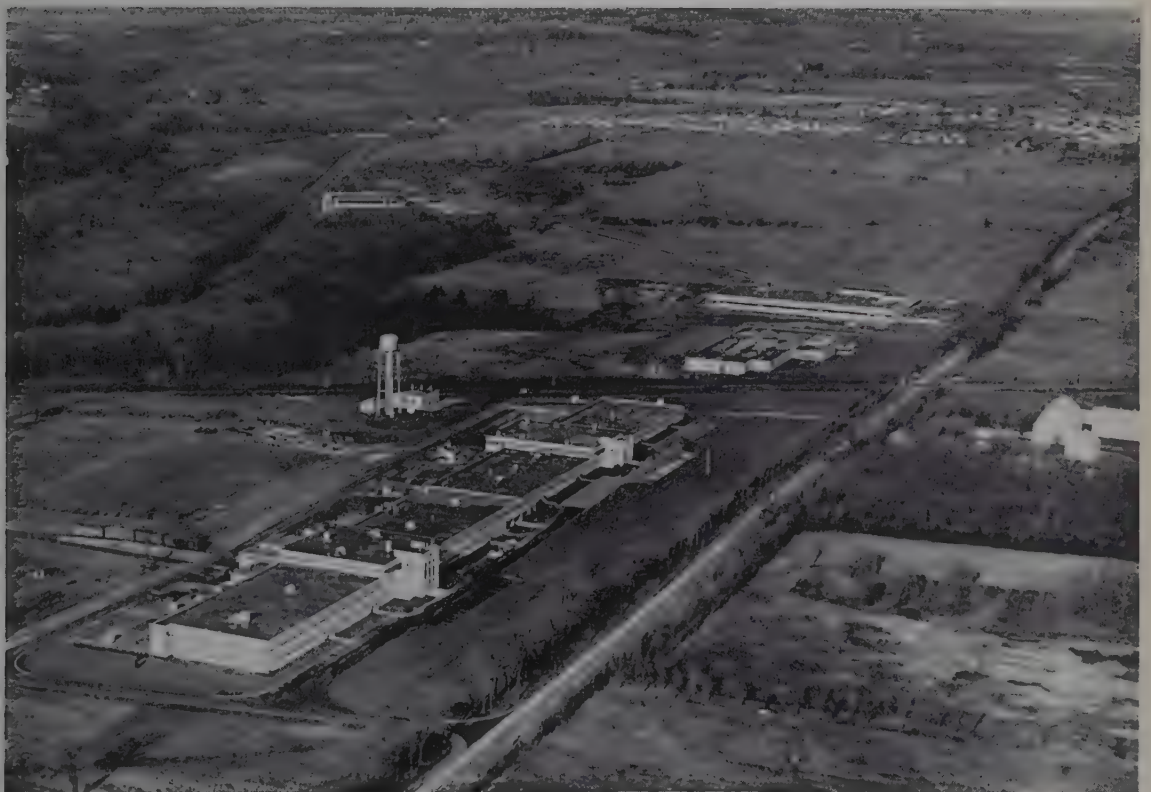




**Northern Industrial Area**

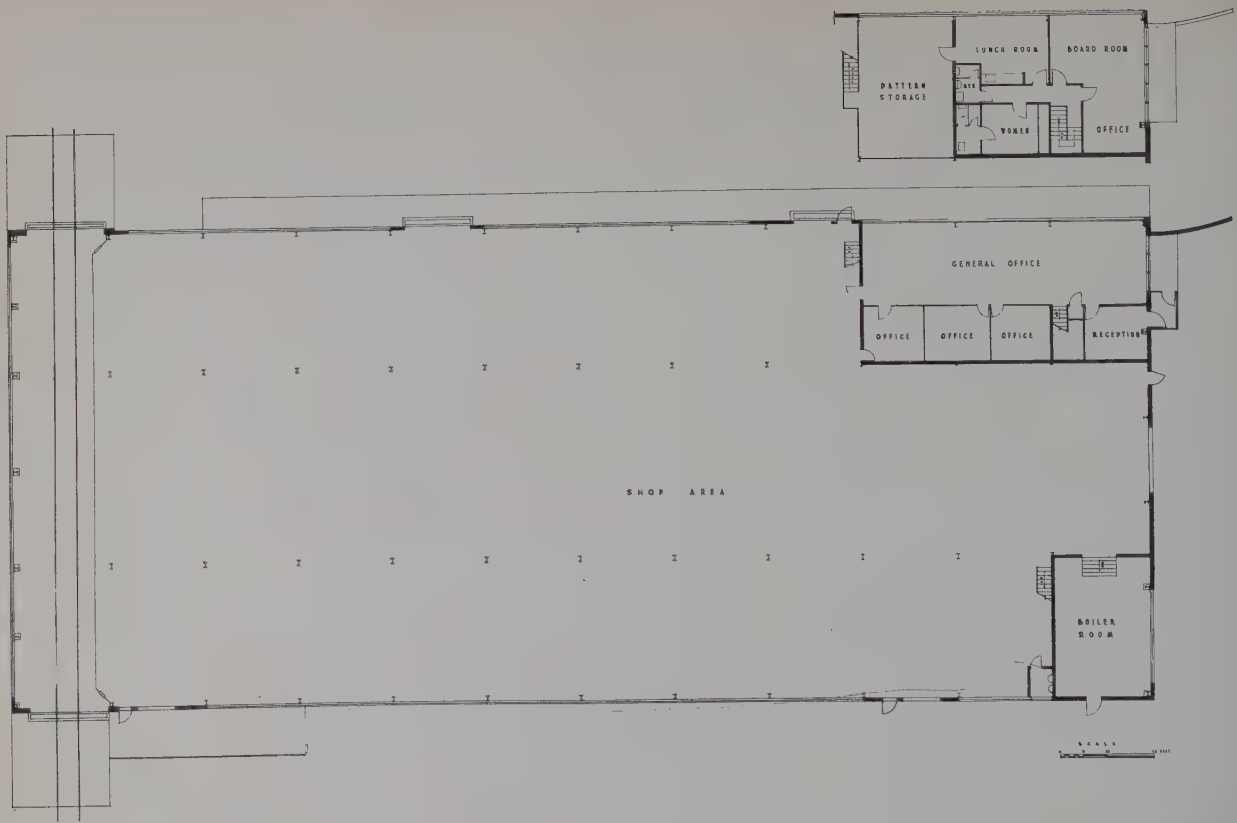
PANDA

**Southern Industrial Area**



PANDA





**Barber-Greene Canada Limited**

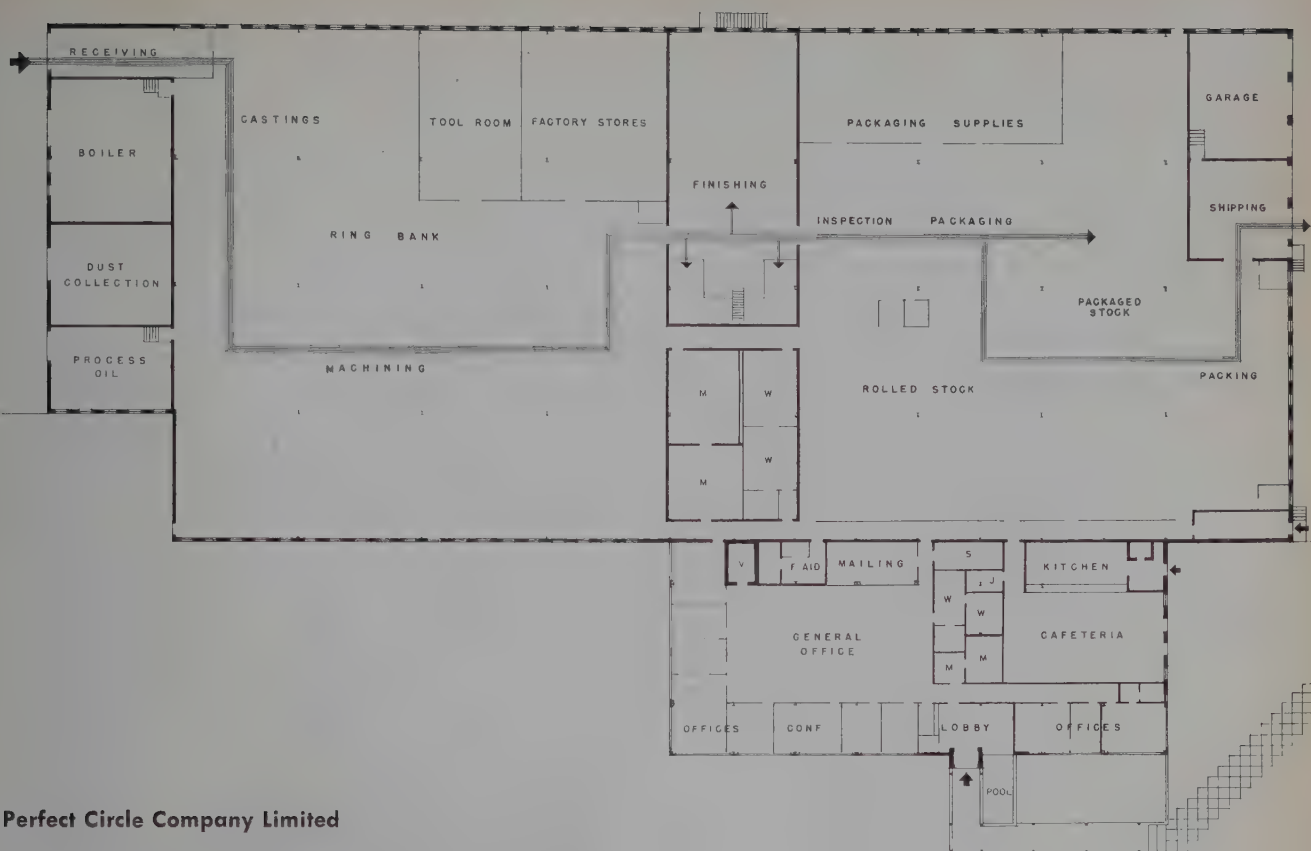
*Architect, John Layng*

*General Contractor, Aykroyd Construction Ltd.*



PANDA





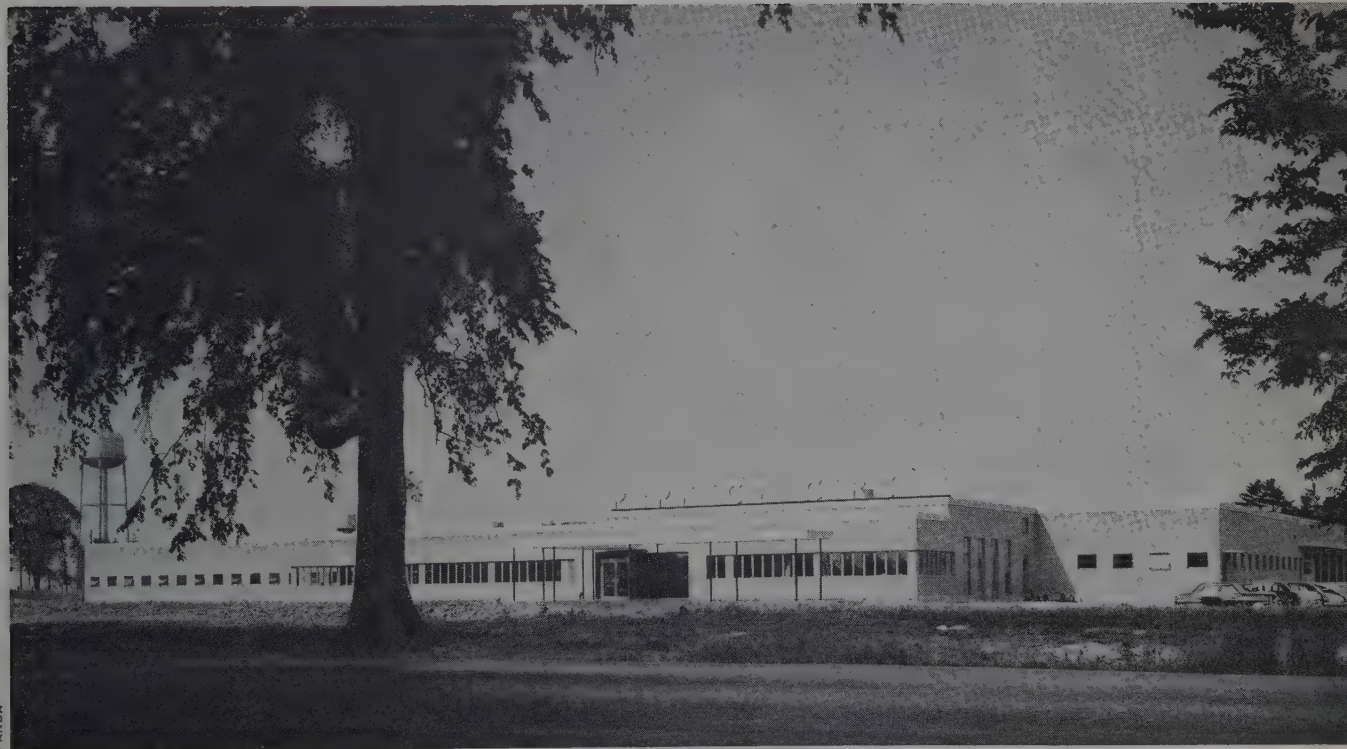
**Perfect Circle Company Limited**

**Architects, Wilson and Newton**

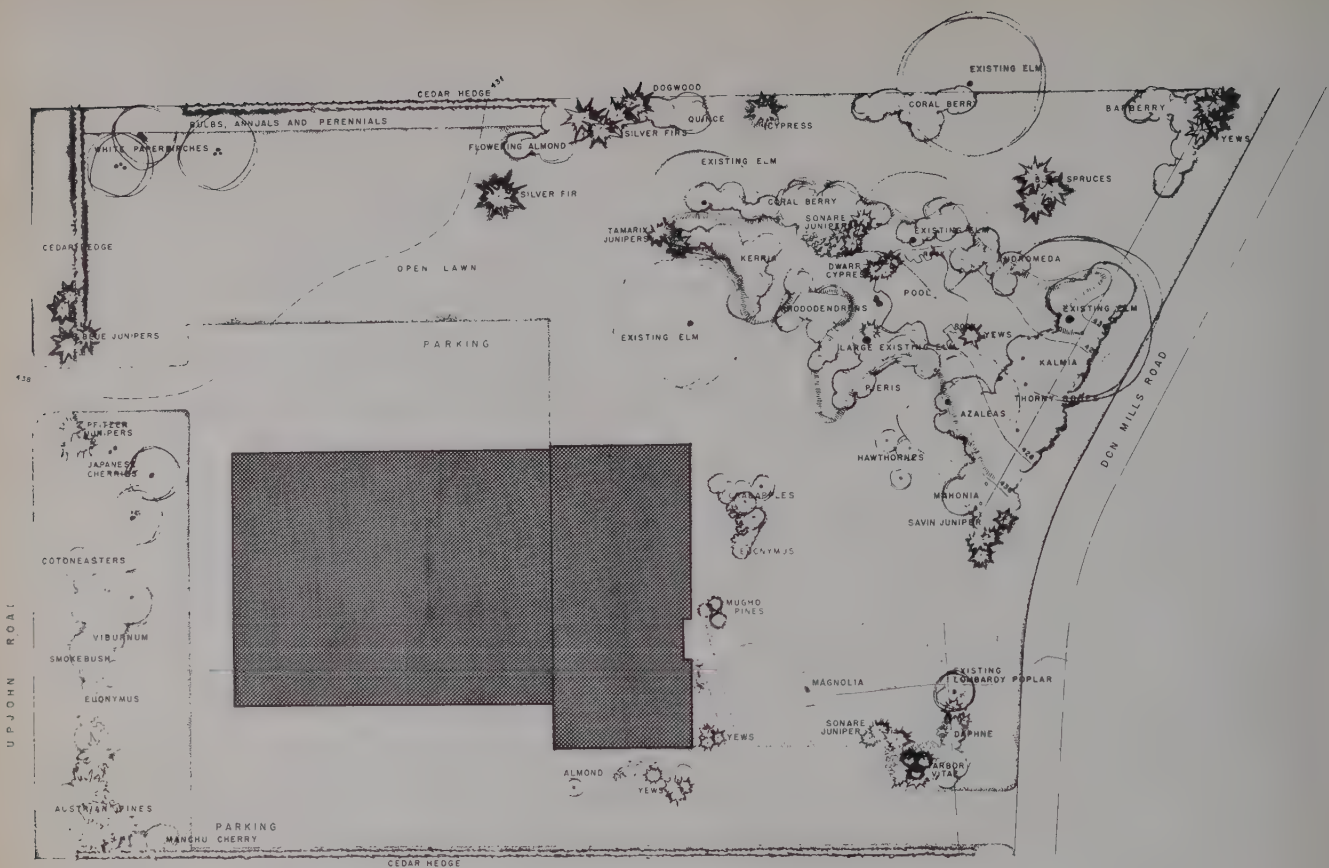
**Structural Engineers, Wallace, Carruthers & Associates Ltd.**

**Mechanical Engineers, H. H. Angus & Associates Limited**

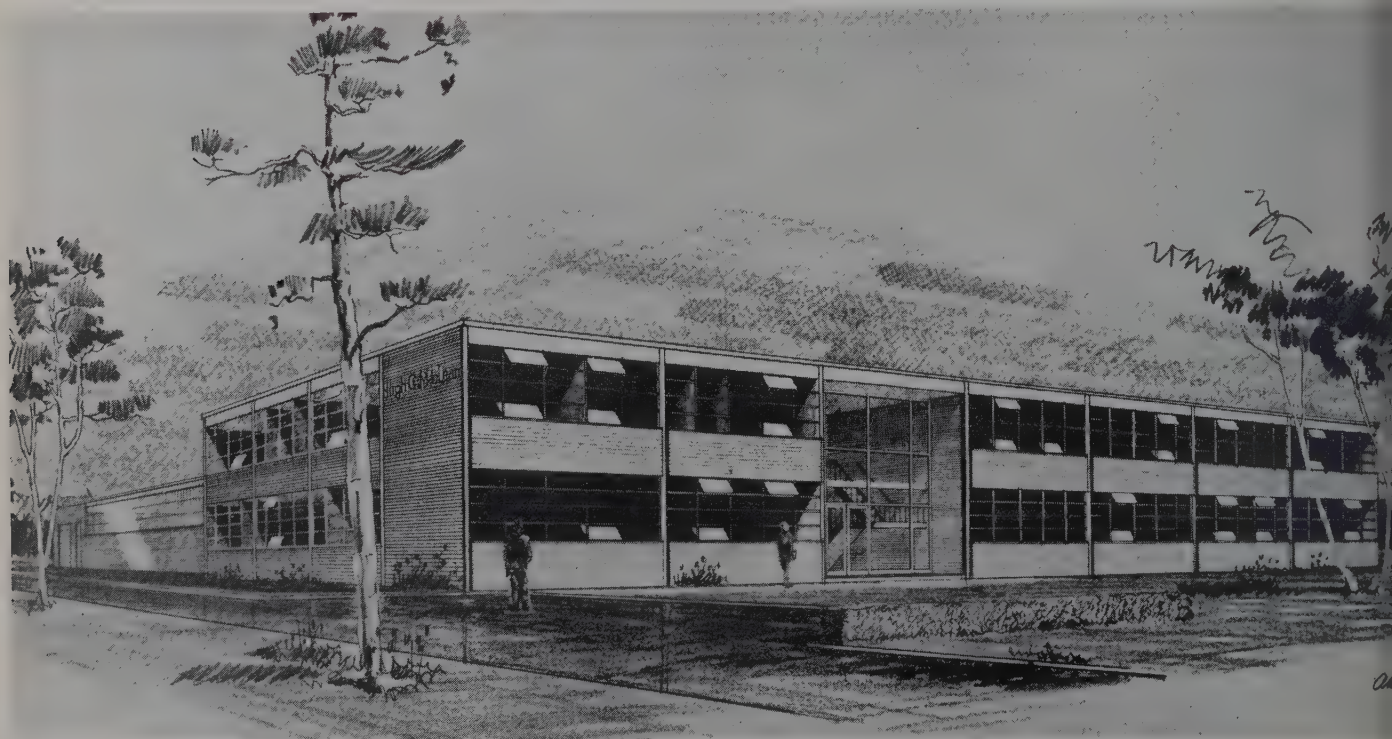
**General Contractor, A. J. Lennox Company**







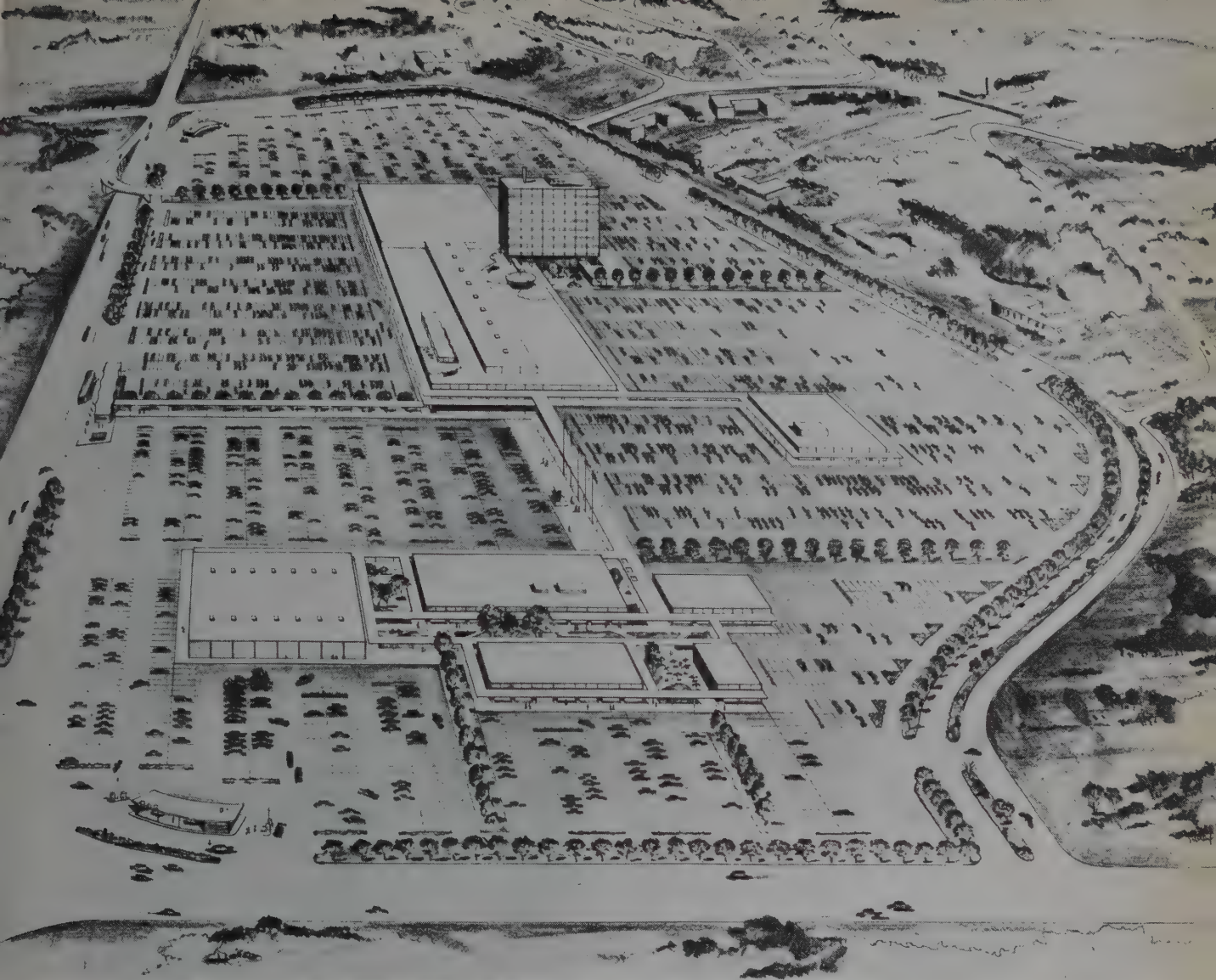
Hugh C. MacLean Publications Limited



Architects, Weir and Cripps

Contractor, Industrial Leaseholds of Toronto



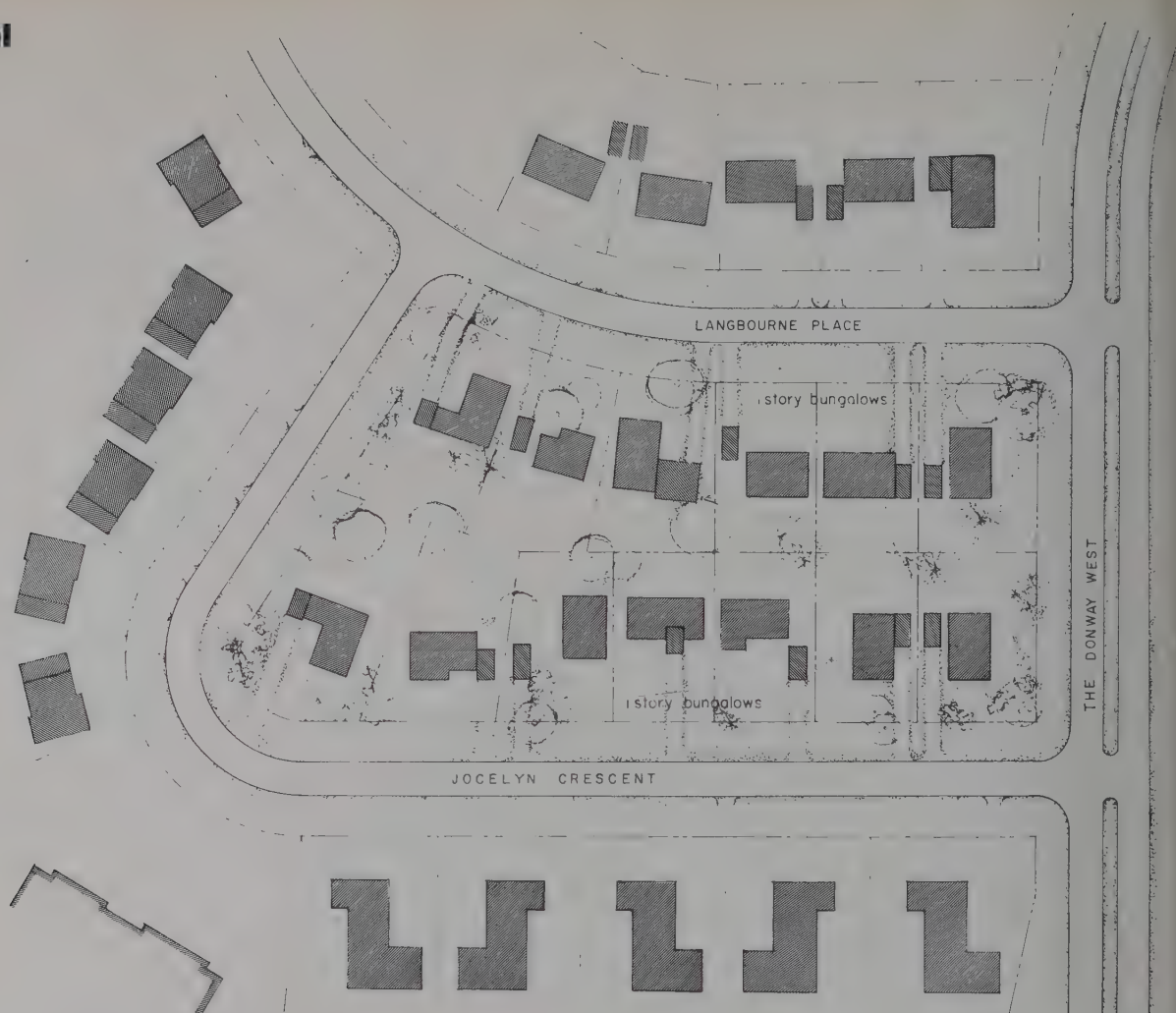


**Don Mills Shopping Centre (Preliminary Study)**

*John B. Parkin Associates, Architects and Engineers*



## Residential



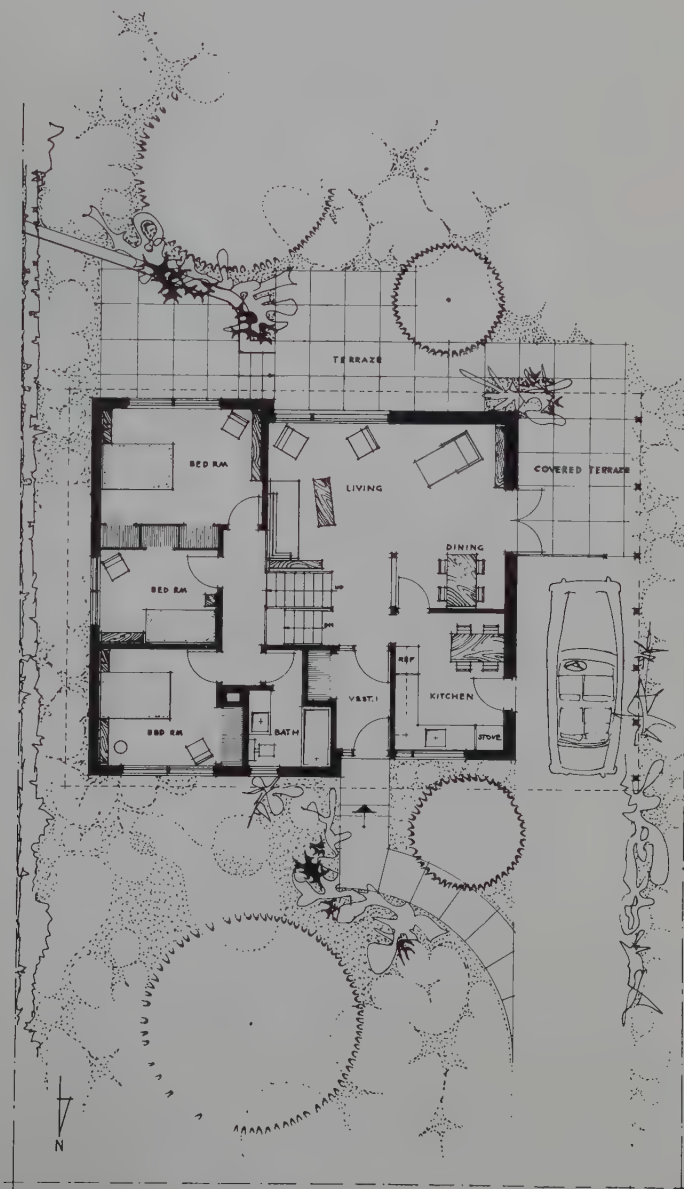
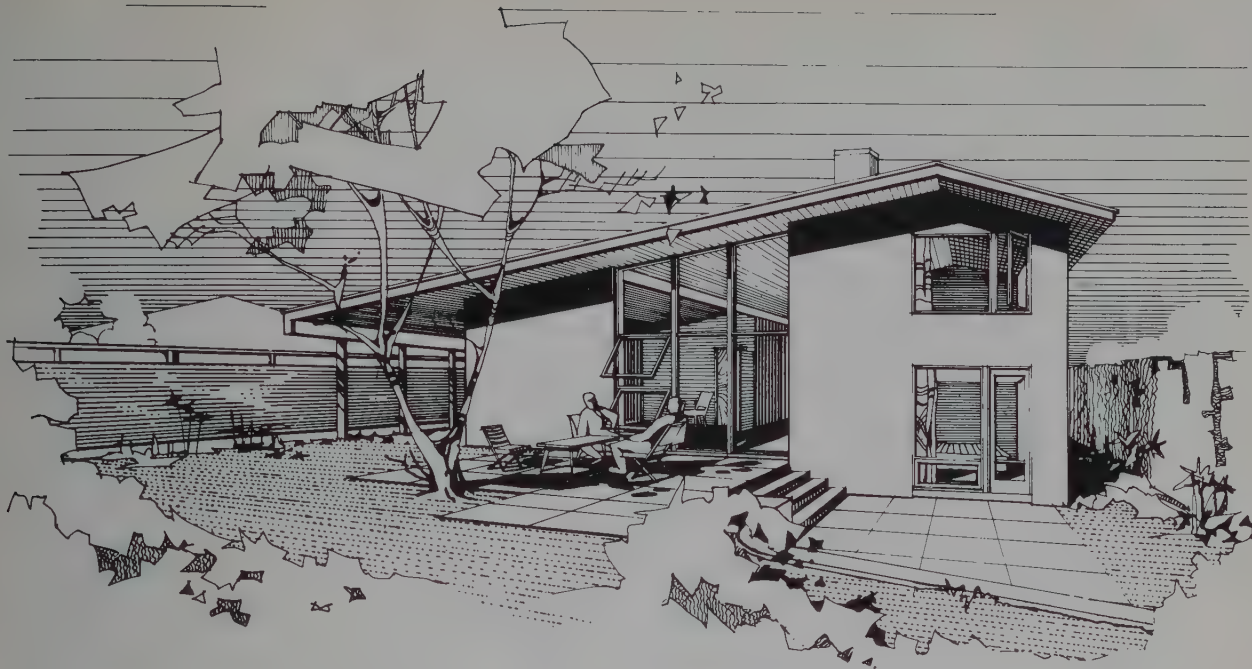
Siting Study for Model Houses

The five model houses from right to left facing Jocelyn Crescent were designed by the following architects: George Hassig, James Murray, E. I. Richmond, Venchiarutti & Venchiarutti, Maurice Gasson.

Builders, Trusteel Corporation (Canada)  
Glenayre Construction Company  
Greenwin Construction Company







### 3 Bedroom House

Architect, Henry Fliess

Builder, Capitol Construction Company





Houses on  
Overton Place

Architect, James Murray

Builder, Greenwin Construction Company



Houses on  
Overton Crescent

Architects, James Murray, George Hassig

Builder, Greenwin Construction Company

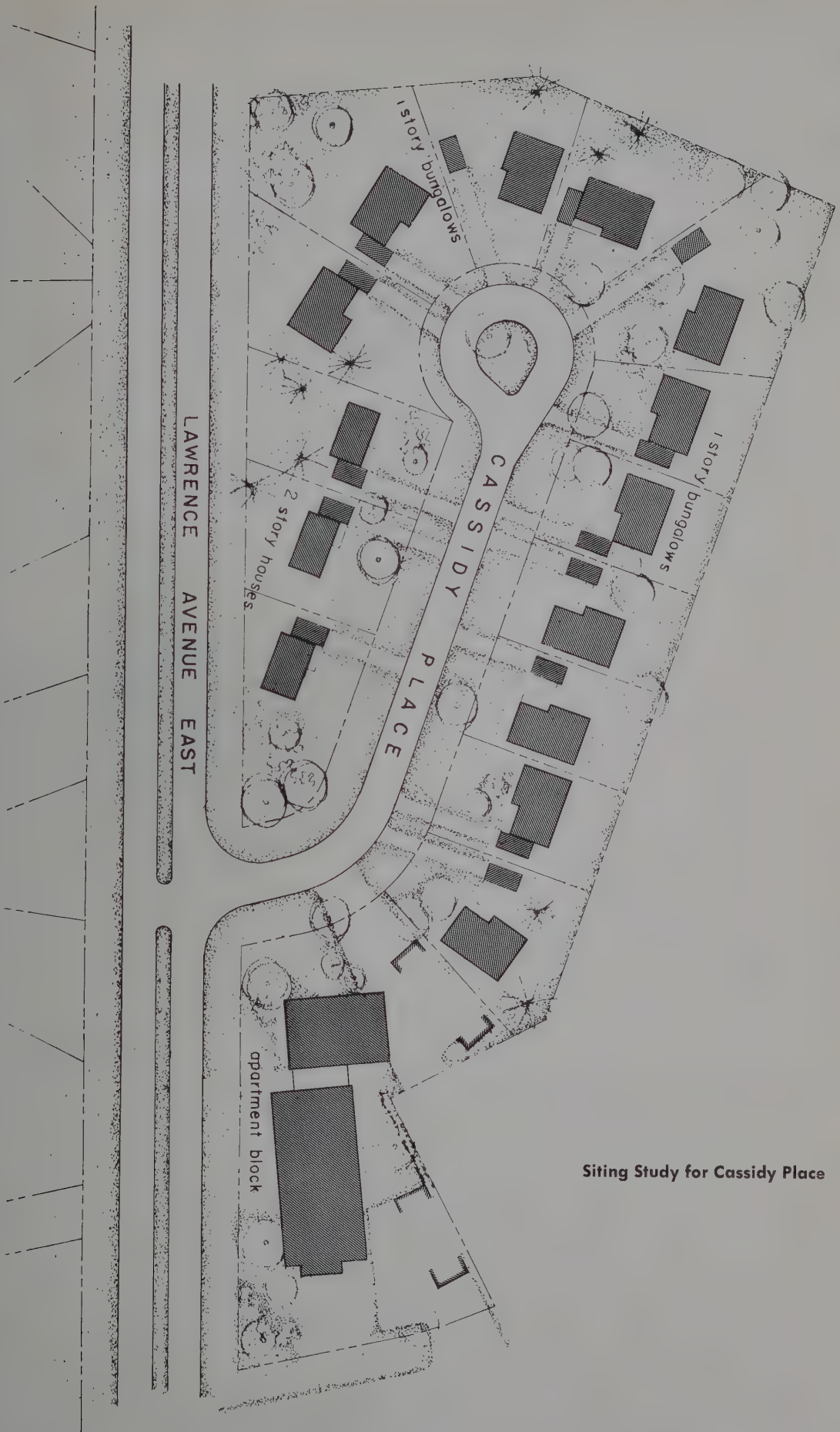


Houses on  
Duncairn Road

Architects, Michael Bach, James Murray

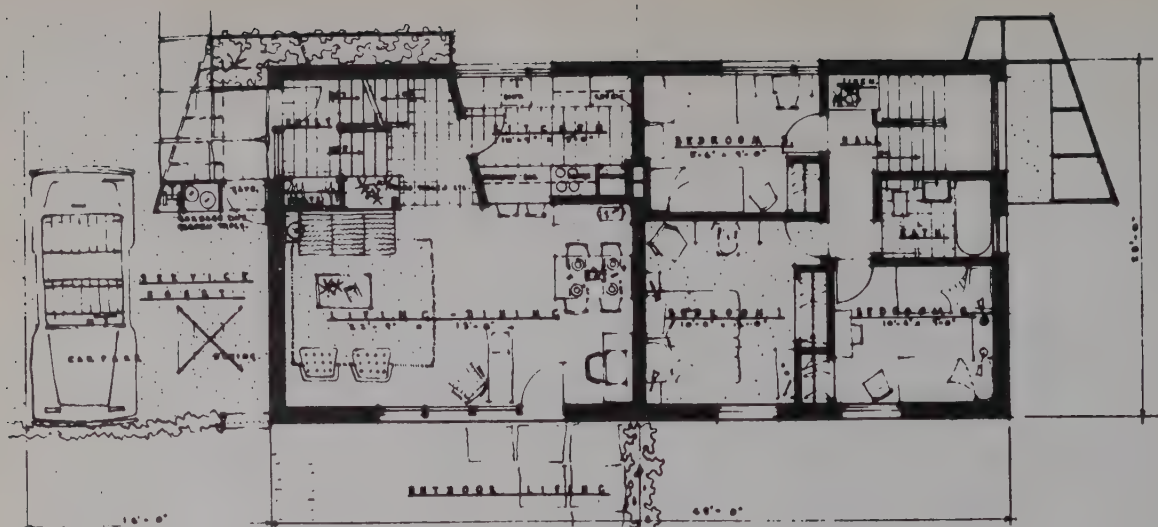
Builders, Torfar Construction  
Greenwin Construction Company





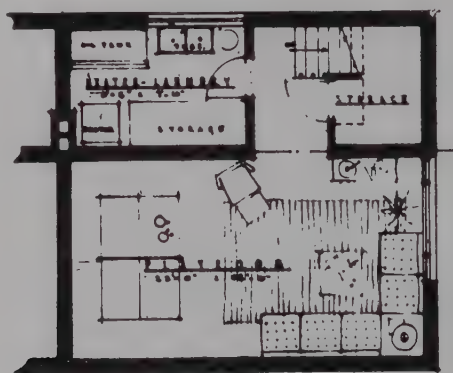
Siting Study for Cassidy Place





*Ground floor*

*Second floor*



*Basement*

## Semi-Detached Houses

**Architect, James Murray**

**Builders, Boneh Houses Company  
Rotman Building Company**







Figure B

Michael Bach  
Henry Fliess

# Apartment Siting Study

Architects, Michael Bach, Henry Fliess

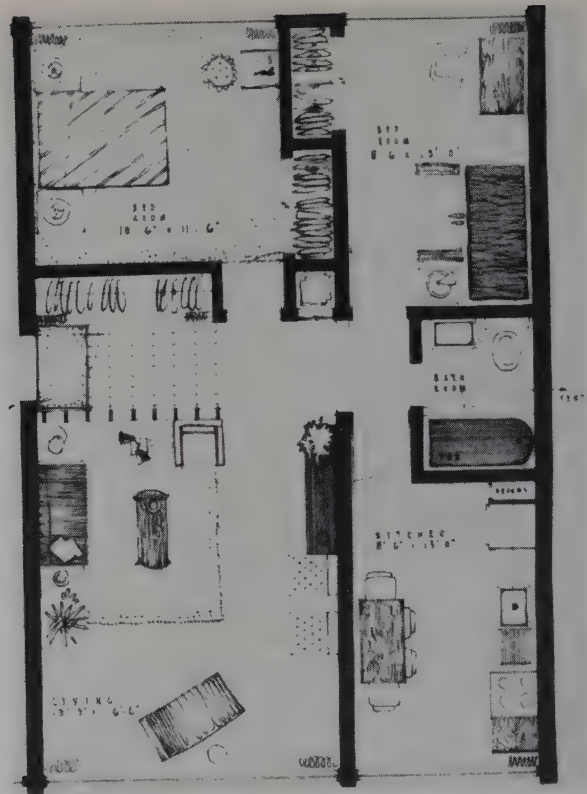




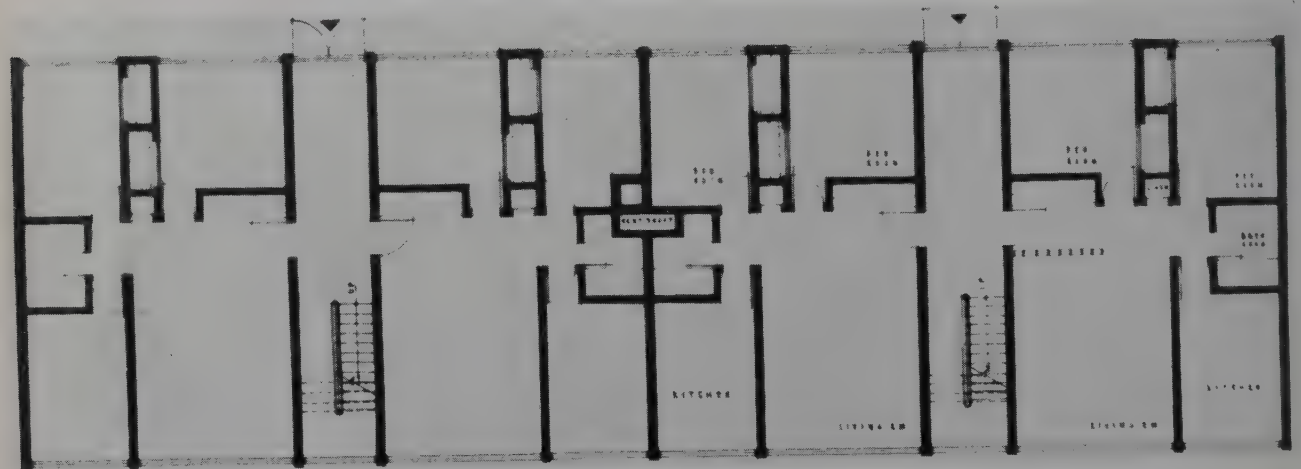
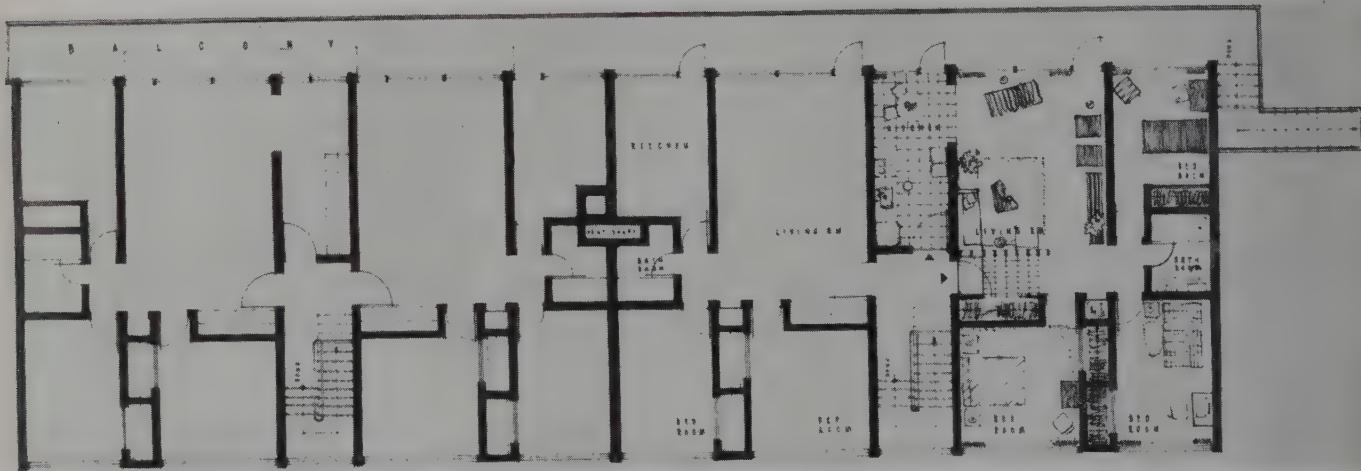
**Apartment Type B**  
(see previous page)

Architects, Michael Bach  
Henry Fliess

**Typical 2 Bedroom Suite**

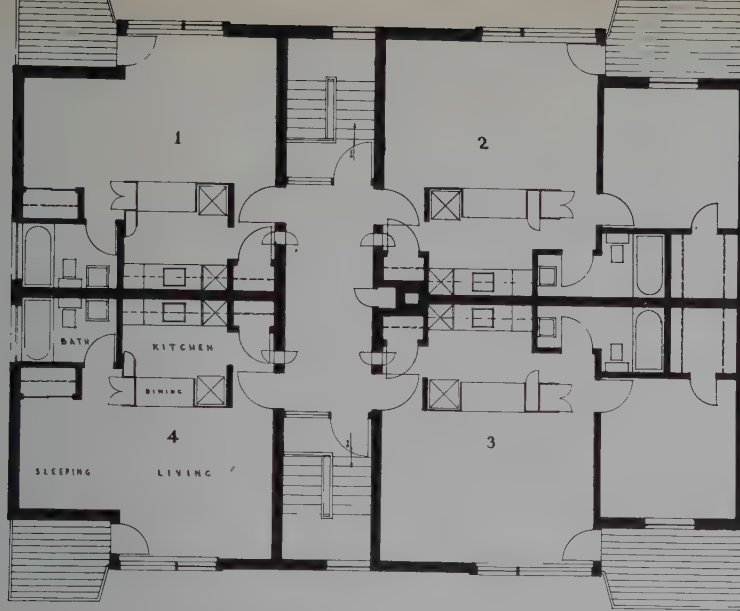


*Upper floor*



*Ground floor*



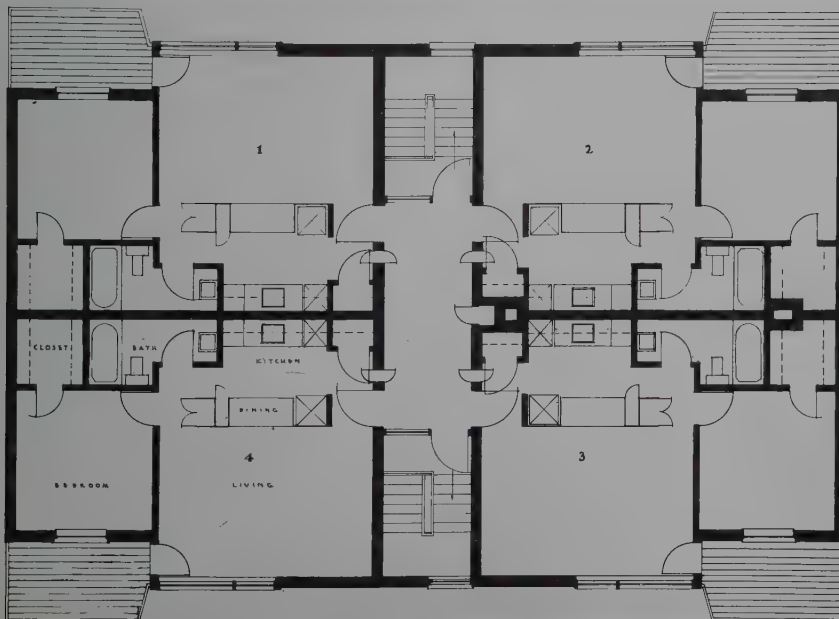


**1 Bedroom Suites**

**Apartment Design**

**Architect, James Murray**

**Builder, Greenwin Construction Company**



**Bachelor and 1 Bedroom Suites**



## NEWS FROM THE INSTITUTE

The Executive Committee of Council at its last meeting, on December 4th and 5th, reported further details of arrangements for the 1954 Annual Assembly. This Assembly will be held in Montreal on May 11th to 15th, 1954, and the details will be based upon the theme of the Architect and Industry.

Council is continuing its work on the revision of the Charter and By-Laws and is preparing for a possible award of the Allied Arts Medal in 1954. The Legal Documents Committee reported progress on the revision of RAIC Document No. 13. The Massey Foundation has announced the addition of Mr H. Gordon Hughes (F), to the Massey Medals Committee.

### CALENDAR OF EVENTS

Annual Meetings of the Provincial Associations:

Alberta, Macdonald Hotel, Edmonton, January 29th, 1954.

Manitoba, Fort Garry Hotel, Winnipeg, February 20th, 1954.

Quebec, Chateau Frontenac, Quebec City, February 4th to 6th, 1954.

Annual Assembly of the RAIC, Mount Royal Hotel, Montreal, Quebec, May 11th to 15th, 1954.

British Architects Conference, Torquay, May 26th to 29th, 1954.

86th Convention of the American Institute of Architects, Statler Hotel, Boston, Mass., June 15th to 19th, 1954.

### FEDERAL DISTRICT COMMISSION AND RELATED SUB-COMMITTEES — ARCHITECT MEMBERS

A check of the latest list shows that the Federal District Commission and its related sub-committees contain the names of the following architects:

Upon the Federal District Commission — Gaston Amyot, Quebec City; J. A. Ewart, Ottawa.

Upon the National Capital Planning Committee — Charles David (F), Montreal; A. S. Mathers (F), Toronto.

Architectural Sub-Committee (entire sub-committee) — Gaston Amyot, Gordon Culham, Charles David (F), J. A. Ewart, Jacques Greber (Hon. F), A. S. Mathers (F), Chairman.

Upon Zoning and Greenbelts Sub-Committee — John M. Kitchen (F).

It is felt that your Association will wish to know of these appointments, which indicate the interest of architects in this work and the use of architects' services by the Federal District Commission. You may wish to bring this information to the attention of your Council and Public Relations Committee.

### PRESENTATION TO THE RIBA

In 1952, the Royal Institute presented a Totem Pole to the Royal Institute of British Architects as a gift, thought to be essentially Canadian, and as a remembrance of the visit to Canada of Mr Graham Henderson and Mr C. D. Spragg, President and Secretary of the RIBA. To complete this gift, the Institute asked Mr J. Roxburgh Smith, the Past President, to design a base and inscription for the Totem Pole.

Mr Smith did this and, during his visit to the United Kingdom in 1953, presented the inscribed base to Mr Howard Robertson, President of the RIBA. The Totem Pole is now on display at the RIBA.



JOHN MALTBY



The symbolism is described on a plaque and is as follows:

"By tradition the heraldic symbol of a tribe, later extended to symbolize fraternity or friendship.

This pole was carved by an Indian named Moody in honour of a chief of the Eagle Tribe. Below the eagle are a wolf, a raven and a bear eating a whale. The symbolical meanings are based on legends, the origins of which are in many cases lost.

The pole is carved from argillite, a stone, very soft when first quarried, which hardens on exposure to air."

#### REPORTS OF PROVINCIAL MEETINGS

The Annual Meeting of the Architectural Institute of British Columbia was held in Vancouver, December 4th and 5th, 1953.

The officers elected were: President, John H. Wade; Vice-President, J. W. Lovatt Davies; Honorary Secretary, F. W. Nicolls; Honorary Treasurer, R. A. D. Berwick. Council, Keith B. Davison, Duncan S. McNab, Harold N. Semmens, Cecil W. White. U.B.C. Representative, Fred Lasserre.

The Annual Dinner Meeting of the Ottawa Chapter of the Ontario Association of Architects was held on November 24th, 1953.

The business of the meeting included a complete report upon the activities of the Small Homes Architectural Service, sponsored and put into action by the Chapter.

Mr James Strutt gave an illustrated address on the principles underlying the work of Frank Lloyd Wright.

The officers elected for 1954 were: Chairman, W. A. Balharrie; Vice-Chairman, E. L. Burgess; Secretary, G. B. Pritchard; Treasurer, W. C. Sproule; Executive Committee, D. L. Blair, M. J. Dixon, J. W. Strutt.

The Société des Architectes du District de Québec had, on December 10th, its second meeting of the season 1953-54. The highlight of this meeting was a lecture given by Mr Pierre Monjon, of La Prévoyance Assurance Company, who spoke on "The Guaranty of Contract Bonds". Mr Monjon was introduced by Mr George Lavoie from the Society Lavoie & Saucier, who had arranged for Mr Monjon to be present at our meeting. The lecture proved to be most interesting and led to a lengthy discussion, permitting Mr Monjon to give more precision regarding several aspects of the question.

At its first meeting last month, the Society had elected its future council, which will enter into function after the election of the Council of the PQAA. The new council of the Society comprises the President, R. Dupéré, the Vice-President, E. Fiset, the Secretary, M. Mainguy and the Treasurer, G. Chabot. The retiring President, M. Mainguy, is ex-officio member of the council.

The Society elected also three candidates to be proposed to the board of nomination of the PQAA as delegates of the Quebec region to the Council of the PQAA. Since the foundation of the Society in 1946, it has been a recognized procedure by the Council of the PQAA to receive suggestions from the Quebec Society, concerning the Quebec candidates to the Council. The three names are

proposed to the members of the Association, who have to retain only two.

Several questions were discussed by the members, one of which is the next PQAA general meeting at the beginning of February, 1954. The architects of Quebec will endeavour to help making this meeting a success and a pleasant interlude for those who have not the privilege and luck to live in Quebec city!

The Annual Meeting of the Saskatchewan Association of Architects was held in the Hotel Saskatchewan at Regina on October 26th, 1953.

Officers elected for 1954 were as follows: President, H. K. Black; First Vice-President, Frank Martin; Second Vice-President, Dan H. Stock; Secretary-Treasurer, R. B. Ramsay.

New members introduced into the Association were: Grant MacKinnon, George Killick, Glen Parsons, J. M. Burton, D. G. Jones, A. E. Smith, Ross Goldie, K. Izumi, Leslie McCallum, Douglas Munroe, Tom Irwin, Wendall Marvin.

The Annual Meeting concluded at a dinner with Mr Basil Spence as guest speaker. Accompanying Mr Spence were the Very Rev. R. T. Howard, the Provost of Coventry Cathedral, and the Rev. C. E. Ross.

#### COMPETITION

The International Calvert House Competition, for the Canadian Home of Tomorrow, is announced by the promoter, Calvert Distillers Limited. This competition also meets the requirements of the RAIC's Code and is open to members of recognized architectural societies in various countries, to employees of such members and to students of Canadian and European schools of architecture.

Entry forms must be filed by March 1st, 1954. Information is available from the Professional Adviser, Professor John Bland, Director of the School of Architecture, McGill University, Montreal, Quebec.

#### ALBERTA

In a recent issue of the Journal of the Institute of Registered Architects (Great Britain), a correspondent asked if the new Elizabethan Age is to be marked by the gradual disappearance of the architect in private practice. He said, 'the State has assumed responsibility for too vast a building programme, and has recruited a large proportion of professional men — mainly architects — within its own ambit. The function of the architect will change,' he said. 'He will be part clerk, part lawyer, part engineer, part surveyor, administrator and architect . . . and he will not have the conditions for the urge for the creative work which should distinguish the architect.'

The facetious may say that the architect is all those things now. The writer meant, of course, that the architect would be forced to take on new duties which would squeeze the art out of architecture and that, as a State employee, he would lose his independence.

In the United States, Dr Gropius recently said that the architect will have to become part builder to survive.

No such perils threaten the Canadian architect at present. He is doing better than ever before. But changes are rapidly taking place. Who can say what the condition



of the Canadian architect may be in ten years' time?

The architect-builder is not now uncommon in the United States. At first glance, the combination may seem healthy and natural, but I think consideration shows it to be extremely dangerous. Although the position of the architect, internationally speaking, has suffered some modification in our century, it has gradually evolved, without great basic changes, for hundreds of years. His position has depended on a relative independence as between owner and builder on the one hand, and a general acknowledgement of architecture as an art, even as the mother of the arts, on the other hand.

The architect is the only side of the owner, architect, builder triangle able to make impartial judgments. On this impartiality, which corresponds in a way with the independence of the judiciary from party politics, depends the respect with which he has been generally regarded by the building trades. Much of his authority on the job is traditional. To become party to a building contract is to lose all eminence due to his professional, impartial standing.

So the English architect foresees the architect becoming less of an artist; and the famous architect, Dr Gropius, foresees the necessity of relinquishing his other traditional support, his independence as mediator between contracting parties.

Maxwell Bates

## ONTARIO

Eight years ago there was much speculation as to the future of architects in Ontario. This speculation by the established members of the Association, many of whom had fought their way through the lean depression years, was caused by the sudden onslaught of hundreds of students at the various universities featuring architectural courses. Many felt that if a good percentage of these students graduated there would not be room in the province for all the new blood, and the old as well. Someone would have to suffer and presumably it would be the newcomers, because of their lack of experience, and an assumption that there would not be enough work for the increased number of architects. The possibilities of the postwar boom continuing to grow enough that this potential surplus would be absorbed rapidly was hardly considered feasible.

What did happen to the several hundred students who enrolled in the architectural courses at the universities in and around Ontario in the postwar years? In the past three years there have been one hundred and seventy-one new members accepted for registration in the OAA; of these, ninety-seven were graduates of the School of Architecture, University of Toronto, fourteen were graduates of McGill University, eighteen were graduates of the University of Manitoba, and the balance were members accepted from other provinces, from the RIBA and from European countries. All told, one hundred and twenty-nine graduates from university courses have entered the Association in the last three years. Assessing these figures against the enrollment in the School of Architecture, University of Toronto, for the first three post-war years, only thirty-three percent of the students who started out to become architects have made the grade. This average has been quite

consistent for many years in the past.

What happened to the OAA enrollment in an overall picture though? Balanced against the one hundred and seventy-one new members, the Association has lost sixty members through death, resignations, or lapsed fees and has reinstated four in the three year period. The net results are an increase of one hundred and fifteen members or twenty-one percent based on the 1950 enrollment of five hundred and forty-five members. Looking back at our figures on the university graduates, we find that nineteen point five percent of the total OAA membership is comprised of graduates of the last three years.

The predictions of eight years ago have not apparently come to pass. Although the Association has grown by twenty-one percent in the last three years, and one-fifth of the present total membership are graduates of the same period, the profession in Ontario is not suffering. The new bloods are much in evidence, many of them absorbed in working with the older and more established members, to the betterment of architecture as a whole. Some others have started in practice for themselves or as partnerships and are fitting into the pattern of things quite favourably. The boom shows no signs of slowing down, and all will have a share in it; in fact, there is room for more.

Robert A. Servos

## BUILDING RESEARCH PUBLICATIONS

In the April, 1953, issue of this *Journal*, a first note was published with regard to the publications now available from the Division of Building Research of the National Research Council in Ottawa. Attention was drawn at that time to the fact that members of the Institute may have their names placed on the DBR mailing list by writing to the Publications Section of the Division in Ottawa. A new list of publications available has just been published and can now be obtained. The Division publishes "Building Research in Canada" (\$1.00 for four issues) as a regular printed progress report upon its work.

The following new publications have been issued since the last note appeared. Those noted have been selected from the total list as being probably of most interest to readers of this *Journal*.

*Damage to Houses, Red River Valley Flood, 1950, by D. H. Rutherford and A. Baracos.*

This report is a factual compilation of how residential buildings and building materials performed during the Winnipeg flood of 1950. Statistical tables are included which, it is hoped, may prove a useful guide for advance planning of remedial measures should a flood of like magnitude occur again.

Order Number: NRC 2976

Price 50 cents

*Fundamental Considerations in the Design of Exterior Walls for Buildings, by N. B. Hutcheon*

This paper is a reprint of a paper presented before the 67th Annual General and Professional Meeting of the Engineering Institute of Canada in Halifax, May, 1953. The following major considerations in the design of walls for Canadian conditions are discussed: strength and rigidity, control of heat flow, control of air flow, control of water vapour flow, control of liquid water movement,



stability and durability of materials, fire, aesthetics, and cost.

Order Number: NRC 3057

Price 50 cents

*Thermal Performance of Frame Walls. Part II — Air Spaces Blocked at Mid-Height* by G. O. Handegord and N. B. Hutcheon

This is a reprint of a paper presented at the Semi-Annual Meeting of the American Society of Heating and Ventilating Engineers, June 29-30, July 1, 1953. Previous studies of the thermal performance of frame walls were published as DBR Report No. 30. In this paper, studies have been extended to include an investigation of the effects produced by inserting horizontal blocking in walls with air spaces.

Order Number: DBR 36

Price 10 cents

*Stud Spacing in Canadian Frame Houses* by D. H. Rutherford

This paper is a reprint from the August, 1953, issue of this *Journal* and records an investigation into the percentage of the wall area in typical present-day houses with studding at 16-inch centres.

Order Number: NRC 3073

Price 10 cents

*Better Building Bulletin on Concrete* by E. G. Swenson

This is the second report published in the series "Better Building Bulletins". This series of pocket size pamphlets is being produced in non-technical language for the information of the ordinary citizen and non-technical members of the building industry, with reference to major items of good building practice. Despite this, the Bulletins are proving to be widely used by engineers and architects especially for explaining to others some of the technical problems which arise in design. This particular Bulletin explains how concrete should be made and gives the reasons why such great care and attention has to be paid to concrete if it is to be good. It should prove of special interest to all architects who are concerned with the control of concrete on their own jobs.

Order Number: BBB 3

Price 10 cents

*La Condensation dans la Maison*

Translation of Better Building Bulletin No. 1 "Condensation in the Home" by M. A. Gerrard.

Order Number: BBB 4

Price 10 cents

*Capillary Absorption of Some Canadian Building Bricks* by T. Ritchie and H. R. Meincke

Progress statement on divisional investigation into the physical properties of masonry materials used in Canada.

Order Number: NRC 2936

Price 25 cents

Any one of the above publications may be obtained on application to the Publications Section, Division of Building Research, National Research Council, Ottawa. The Council has now in operation a coupon system to serve the convenience of those who wish to receive their publications periodically.

R. F. Legget

Director, Division of Building Research  
National Research Council

#### CONTRIBUTORS TO THIS ISSUE

Macklin L. Hancock, B.S.A., graduated from the Ontario

College of Agriculture in 1949 with a degree in Horticulture, specializing in Landscape Design. During the war years, he served as a pilot in the Royal Canadian Air Force and the Fleet Air Arm of the Royal Navy. He spent two years doing post graduate studies at Harvard University in City Planning and Landscape Architecture, working under Professors Holmes G. Perkins, Hideo Sasaki, Sir William G. Holford and Walter Gropius. From 1946 to 1952, he was an active partner in a firm of nursery and landscape designers. He joined the Development Company in July of 1952 as Supervisor of Planning.

**Douglas H. Lee, B.Arch., M.S.,** attended the School of Architecture of McGill University. After graduation in 1950, he visited Europe for a year during which time he worked with the architectural firms of Tomei and Maxwell, and Lanchester and Lodge in London, England.

He returned to America to carry on post graduate studies in Civil Engineering at the University of Illinois, specializing in structural design. While there he worked under Professors Thomas C. Shedd, Jameson Vawter, Chester P. Seiss, Newlin D. Morgan and Hideo Sasaki. He joined the Development Company in March of 1953 as Assistant Supervisor of Planning.

#### FUTURE ISSUES

February	Students' Union, Victoria University, Toronto
March	Students' Issue — University of Manitoba
April	Hospitals
May	Toronto Subway
June	Industrial
July	Landscaping and the University City of Mexico

#### BOOK REVIEW

THE HANDBOOK ON CANADIAN MECHANICS' LIENS by Robert W. Macaulay and H. Maxwell Bruce. Published by The Carswell Company, Limited, Toronto. Price \$9.75.

It is the first book on the subject to appear in this country in some years. The authors, who are two young Toronto lawyers in their thirties, are to be commended on the excellence of their product.

Although the title 'Handbook' might indicate otherwise, the volume is essentially a lawyers' guide to court decisions under the Mechanics' Lien acts of the various provinces, rather than a provider of clear and certain answers to his practical problems for a busy architect. From a lawyer's point of view, an outstanding feature of the book is the comprehensive collection of forms and precedents for the various legal documents used in connection with Mechanics' Lien matters. As these forms are very largely concerned with court proceedings, they are of little value to an architect.

The Honourable Mr Justice Cartwright in his foreword says that the authors have, in his opinion, produced a book containing a careful and comprehensive treatment of the whole subject which should prove of great assistance to the practitioner. We would add that in comparison with the complexity of the average legal text book, it is remarkably direct in its statements of the law.

Meredith Fleming

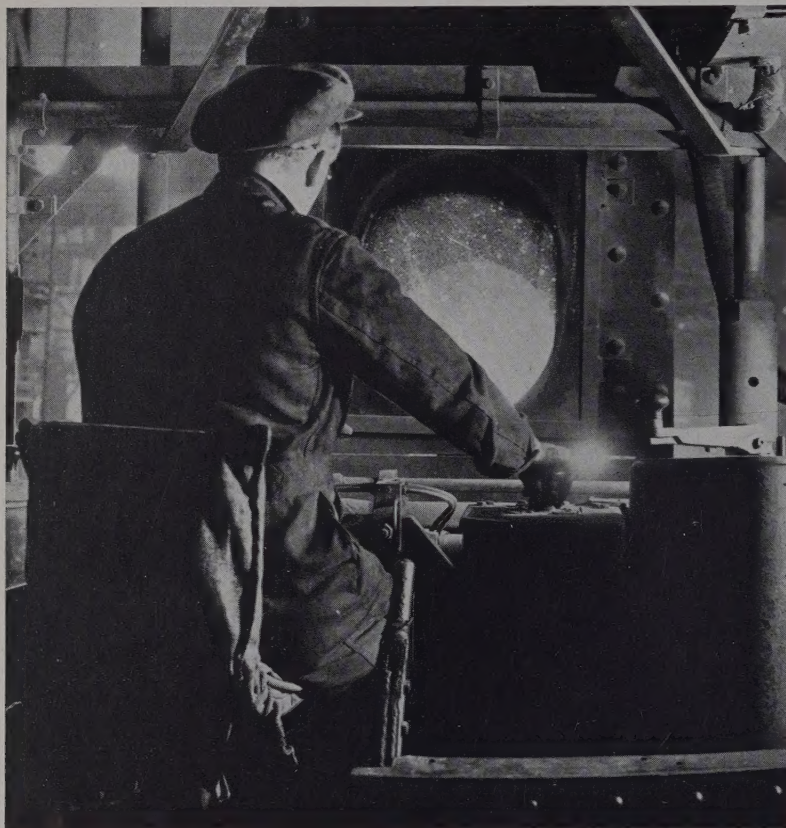


# Facts by Pilkington about Glass

VOL. 4

No. 1

"ARMOURPLATE"



## GLASS STOPS THE HOT SPOTS

Splashes of white hot metal strike the "ARMOURPLATE" Glass screen of this electric furnace charger. Ordinary glass would shatter instantaneously under similar conditions, but "ARMOURPLATE" Glass gives the operator complete protection and a clear view of the furnace. In the unlikely event of the screen being broken there is no danger of injury from flying glass splinters because the characteristic break of "ARMOURPLATE" Glass results in small, harmless, blunted "dice."

The hardness and resistance of glass to almost all types of chemical corrosion make it in fact a much more widely applicable material than is often realized.

"Facts about Glass" are a continuing series compiled by the technical Service Department of Pilkington Glass Limited. Reprints are available to architects and architectural students. If you would like to add your name to the "Facts about Glass" mailing list please write to the Technical Service Department, at 165 Bloor Street, East, Toronto, Ont.



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